

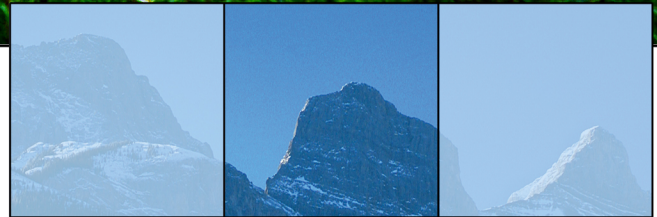
# stewart creek

area structure plan

Three Sisters Mountain Village  
DC sites 2B, 5 & 6  
September 21<sup>st</sup>, 2004



REVISED - September 21<sup>st</sup>, 2004  
Third Reading Approved



**TOWN OF CANMORE**

**BYLAW 24 - 2004**

**PROVINCE OF ALBERTA**

BEING A BYLAW TO ADOPT THE THREE SISTERS MOUNTAIN VILLAGE STEWART CREEK AREA STRUCTURE PLAN, OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA

**WHEREAS**

The Municipal Government Act, R.S.A. Part 17, Section 617, provides that a Council of a Municipality may adopt plans and measures for the purpose of achieving the orderly, economical and beneficial development and use of land;

**WHEREAS**

Section 633 of the Municipal Government Act R.S.A., 1994, as amended, provides that a Council of a Municipality may for the purpose of providing a framework for subsequent subdivision and development of an area of land within the Municipality, adopt an Area Structure Plan;

**NOW  
THEREFORE**

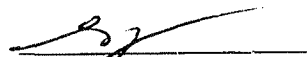
The Municipal Council of the Town of Canmore in the Province of Alberta, duly assembled, hereby enacts as follows:

1. This Bylaw may be cited as the "Three Sisters Mountain Village Stewart Creek Area Structure Plan."
2. The "Three Sisters Mountain Village Stewart Creek Area Structure Plan" as amended is attached as Schedule "A" and forms part of this bylaw.
3. This Bylaw as amended comes into full force and effect on the date of the Third and Final Reading.

**FIRST READING:** July 06, 2004

**SECOND READING:** September 21, 2004

**THIRD READING:** September 21, 2004

  
MAYOR

  
DESIGNATED OFFICER

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## **1.0 INTRODUCTION**

The Stewart Creek area will be a key residential, commercial and mixed-use community located immediately east of the Three Sisters Parkway interchange, and represents the recognition of existing residential community development to the west. The Stewart Creek area is envisioned as a community, which offers a range of residential and recreation opportunities and provides local commercial services as well as commercial uses with a larger market area.

From a planning and community perspective, the Stewart Creek area represents a logical compliment to and extension of existing residential development to the west. Future residential development within the Stewart Creek area will be in close proximity to planned future community resources located in the Three Sisters Ridge and Three Sisters Creek subdivisions, including public open spaces, trails and a future school site.

The Stewart Creek area is expected to provide for the continued development of a range of housing types within the Three Sisters Mountain Village area. A mix of low density to medium and potentially high density housing forms are envisioned, with connections between areas provided by a transportation network with a comfortable pedestrian environment reinforced by a comprehensively planned open space network and activity nodes focused on key areas and views.

The Stewart Creek area is also envisioned to provide a comprehensively planned and developed commercial and mixed area adjacent to the Trans-Canada Highway immediately east of the Three Sisters Parkway interchange. This area will establish a significant commercial land use precinct which is anticipated to provide a range of retail, office, services and other commercial development, as well as mixed uses through vertical integration of a range of land uses, including residential uses.

Potential community facility and residential uses are envisioned east of the commercial area. Transportation connections, with an emphasis on community connectivity via pedestrian systems, will form a key component to promote linkages between the predominantly residential areas in the south portion of the plan area to the commercial core adjacent to the Trans-Canada Highway.



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**2.0 BACKGROUND**

**2.1 PURPOSE OF THE PLAN**

The purpose of this Plan is to guide future decision-making to ensure the development of Stewart Creek in a manner that achieves the vision and objectives of the Plan. The policy framework provided in this Plan knits land use, transportation and urban design components together to facilitate development of the Stewart Creek area as a place that:

- employs principles of sustainable development in the planning and design of the plan area;
- provides a framework for the development of a vibrant, active community that offers a full range of opportunities, services and housing choices and facilitates connections to other parts of the Three Sisters Mountain Village area and the Town of Canmore;
- emphasizes key community and transportation nodes at major activity and amenity areas by providing a system of neighbourhood nodes and community focal points;
- promotes a community structure which facilitates connections (non-vehicular) between residential, commercial and public / open space uses, and connections to other areas within the larger community;
- creates a framework for the provision of employee housing, affordable housing and entry level housing requirements for future growth within the larger planning area west of the Stewart Creek Wildlife Corridor;
- facilitates alternative and innovative approaches to land use planning, development and infrastructure servicing opportunities;
- balances pedestrian and cycling travel options with the requirements of the automobile and acknowledges the potential for future mass transit service to and within the plan area;
- provides a key arrival / distribution transportation node for other areas within the community, particularly the Resort Centre to the west;
- facilitates the market in attracting retail as well as non-retail jobs to the area; and
- offers a wide range of services and activities to serve the needs of Canmore residents and visitors.



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To accomplish this purpose, the Plan must establish a broad framework for future development consisting of a future vision, a land use concept, policy statements and implementation actions that work together to ensure that the Plan is achieved. The Plan provides for certainty associated with approved policies and specific land use designations within defined areas. The framework is intended to be concise, yet flexible enough to respond to changing market conditions and demands in accordance with the anticipated phasing.

**2.2 PLANNING AREA**

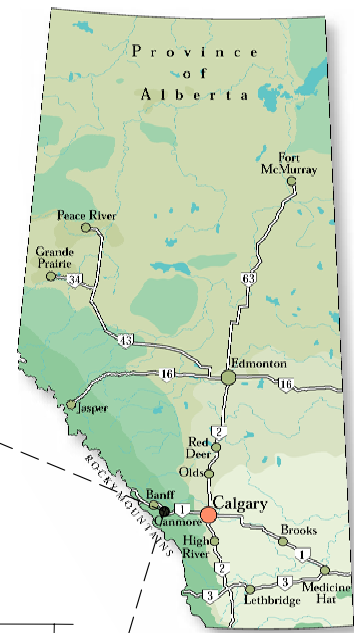
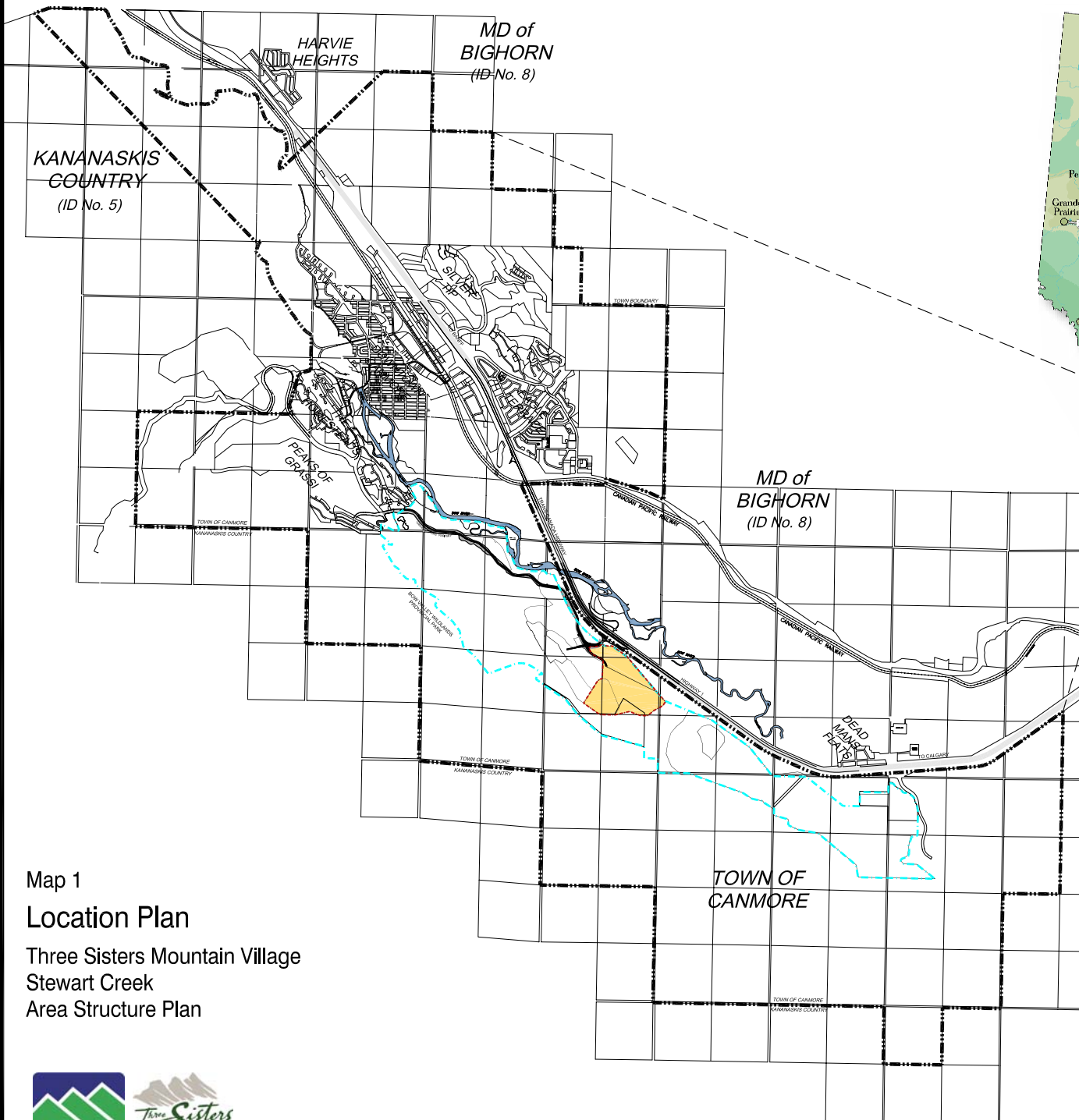
The Stewart Creek Area Structure Plan (the “Plan Area”) is located within the east side of the Town of Canmore on the westerly portion of the Three Sisters Mountain Village growth area, as shown on Map 1. The Plan area comprises approximately 65 hectares (160 acres) of land. This area was annexed to The Town of Canmore in 1991 to accommodate future development and is identified within The Town of Canmore Municipal Development Plan as Future Urban Growth and Industrial as conceptual land uses. Map 2 indicates the context of the Plan area in relation to the Town of Canmore and surrounding portions of the Bow Valley. Map 3 indicates the boundary of the Planning Area and existing land uses.

The topography of the Plan Area consists of rolling terrain and a series of defined ridges and plateaus, with steep slopes characterizing much of the north edge of the Plan area south of the Trans-Canada Highway. The terrestrial landscape of the Plan area can be described as largely vegetated, with mature lodge pole pine and white spruce comprising the majority of existing vegetation. Several vegetation clearings ranging in area have occurred over time within the Plan area, primarily in association with past mining activity. Portions of the sub-surface condition of the Plan area are characterized by former coalmine workings of various depths and extents. Part II of this Plan provides additional information regarding the characteristics of the area. Existing development within the Plan Area consists of portions of the Stewart Creek Golf and Country Club facility, including golf holes and the existing temporary clubhouse facility and associated parking and turf maintenance and care facility and road access and a portion of the Three Sisters Parkway east road extension. Two major overhead power line rights-of-way cross the area.

Portions of the Plan Area are located adjacent to the Stewart primary multi-species cross-valley wildlife corridor and the primary multi-species along-valley wildlife corridor. Portions of the existing Stewart Creek Golf and Country Club golf course facility are located within these wildlife corridors.

Areas where development has already occurred may not be subject to the policy provisions of this plan and will be recognized as “Established Areas”.

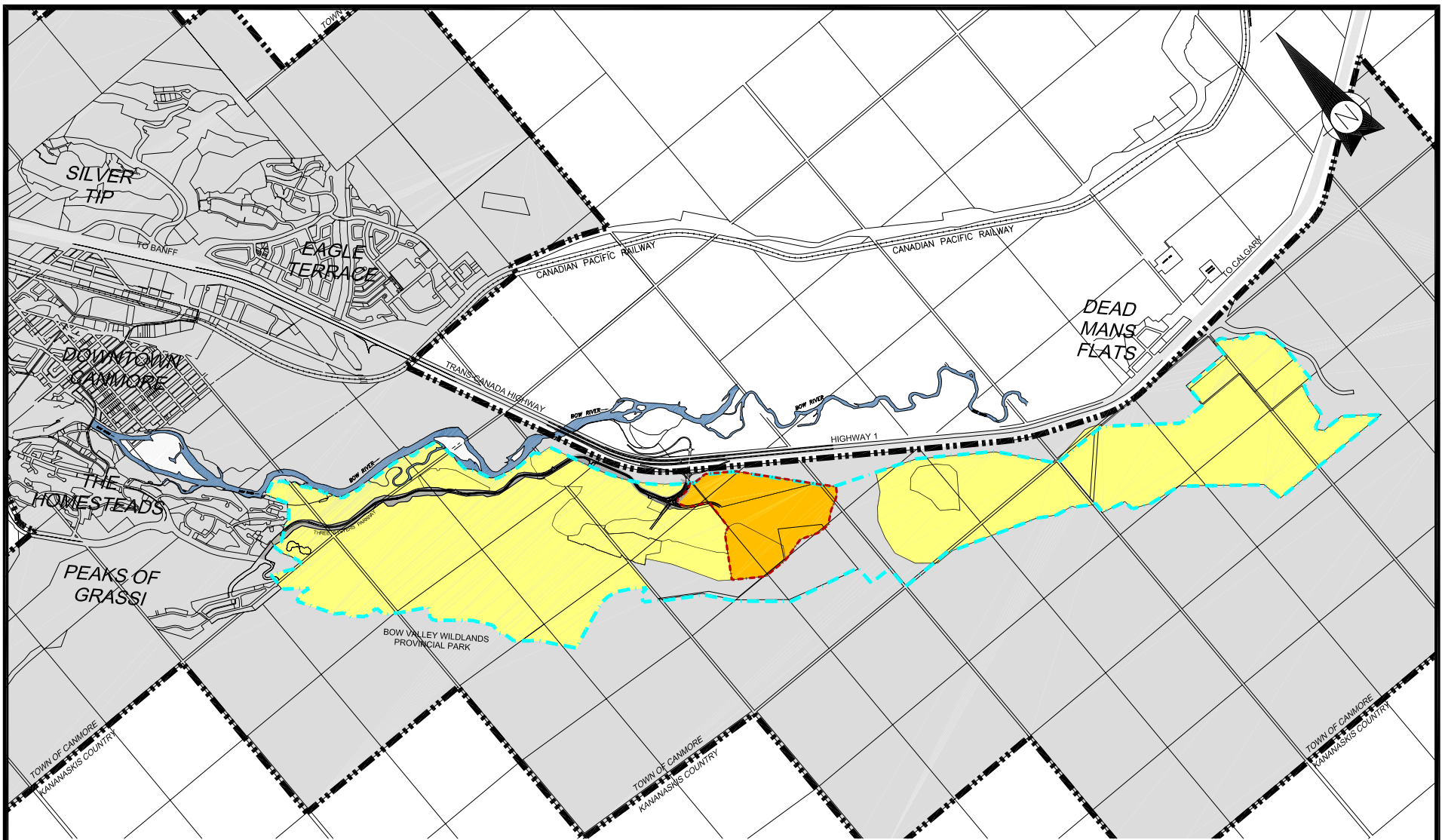







Map 1  
**Location Plan**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- Plan Area
  - Three Sisters Mountain Village Boundary
  - Town of Canmore Boundary



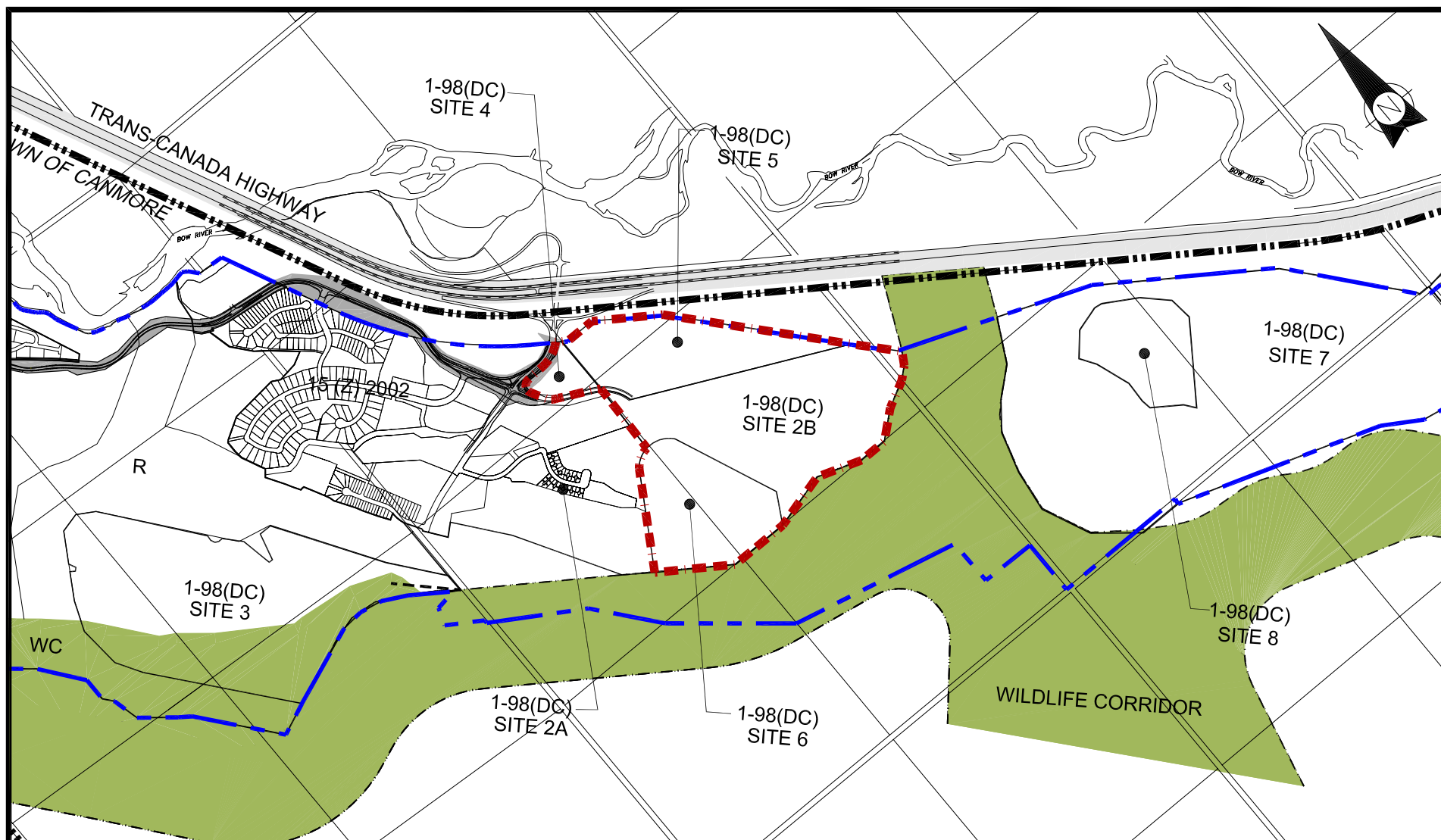


Map 2  
**Context Plan**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
-  ASP Boundary
  -  Three Sisters Mountain Village Boundary
  -  Three Sisters Mountain Village







Map 3  
**Plan Area - Existing Land Use**

Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- - - - - ASP Boundary
  - . - . - Three Sisters Mountain Village Boundary



## **2.3 RELATIONSHIP WITH OTHER POLICY DOCUMENTS AND BYLAWS**

### **2.3.1 Statutory Consistency**

The Stewart Creek Area Structure Plan refines and implements broader Town of Canmore planning objectives as contained in the Town of Canmore Municipal Development Plan and serves to guide development within the provisions of the Town of Canmore Land Use Bylaw. The Plan is consistent with the intent of the appropriate objectives and policies of the Town of Canmore Municipal Development Plan and requirements of the Municipal Government Act, as outlined below.

The Town of Canmore Municipal Development Plan and Bylaw 1-98(DC) indicate the northerly portion of the Plan Area adjacent to the Trans Canada Highway as Industrial and Commercial and Commercial / Commercial Business Park, respectively. The Plan provides for commercial development this area, and is intended to accept commercial uses transferred from the Resort Centre Area Structure Plan as part of an overall land use strategy. The Plan also provides for office and other non-retail employment-generating land uses in this area in addition to retail uses, which meets the intent of the Canmore Municipal Development Plan.

Primarily non-retail uses contemplated in Bylaw 1-98(DC) in the Commercial Business Park included offices, cultural establishments, business services, research and development facilities and health facilities. These types of uses will be accommodated across both the Resort Centre and Stewart Creek Area Structure Plans. This represents a redistribution of these proposed uses as part of an overall land use strategy, and is therefore reasonably consistent with the intent of Bylaw 1-98(DC) and the Canmore Municipal Development Plan.

### **2.3.2 Amendments to Bylaw 1-98(DC)**

The Plan also establishes a framework to facilitate future comprehensive amendments to Bylaw 1-98(DC) to ensure consistency between the objectives and policies of the Plan and the Town of Canmore Land Use Bylaw.

### **2.3.3 Relationship to the Resort Centre Area Structure Plan**

Realignment of wildlife corridors in 2002 / 2003 led to a significant reconfiguration of planning areas on the west portion of the Three Sisters Mountain Village area. As part of this realignment, a large, contiguous planning area was established between the cross-valley wildlife corridor on the west, and the Stewart wildlife corridor on the east.

Key rationales for comprehensively planning the Resort Centre and Stewart Creek areas within this larger context are transferring land uses and densities between the plan areas and recognizing functional and operational linkages between these areas over the long term. A key

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land use transfer objective is the intent to transfer commercial land uses from the Resort Centre Area Structure Plan to the Stewart Creek Plan Area adjacent to the Trans Canada Highway.

The objectives and policies of this Plan recognize and facilitate relationships and linkages to objectives and policies contained in the Resort Centre Area Structure Plan in key areas, pursuant to Town of Canmore Bylaw 23-2004, which is located approximately 0.8 kilometres to the west.

#### **2.4 PLAN PREPARATION PROCESS**

Planning for the Resort Centre Area Structure Plan occurred between the fall of 2001 and the spring of 2004. The initial phases of the planning process sought to identify and resolve key issues prior to proceeding with more detailed conceptual planning. This open and transparent process led to the land use planning stage beginning in the fall of 2003. Conceptual land use planning has involved both informal and formal, non-statutory public and stakeholder input at various stages in the process. In planning for the Resort Centre Area Structure Plan in 2003, the process evolved to plan DC Sites 2B, 5 and 6 (the Stewart Creek Plan Area) concurrently in order to address related development issues and establish a more comprehensive planning approach. This Area Structure Plan reflects linkages between the two major plan areas and reflects ongoing planning since the fall of 2003.

Beginning in the winter of 2003, final preparation of this Plan occurred through a co-planning process, which included Town of Canmore departments and the developer.

An independent wildlife biologist and Alberta Sustainable Resource Development have reviewed this Plan prior to consideration by Town of Canmore Council for adoption as a bylaw.

#### **2.5 AUTHORITY OF THE PLAN**

The Stewart Creek Area Structure Plan (the "Plan") is adopted by bylaw passed by Council in accordance with the Municipal Government Act. Section 633 of the Municipal Government Act, which authorizes a Council to adopt an area structure plan, states:

**633(1)** For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

**(2)** An area structure plan

(a) must describe

- (i) the sequence of development proposed for the area;
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area;



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- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
  - (iv) the general location of major transportation routes and public utilities, and
- (b) may contain any other matters the council considers necessary.”

**2.6 INTERPRETATION OF THE PLAN**

**2.6.1 Map Interpretation**

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations.

**2.6.2 Policy Interpretation**

Where an objective statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the objective statement and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities are provided or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved, at the discretion of the Town of Canmore.

Where “should” is used in a policy, the intent is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow and acceptable means to achieve the general intent of the policy to be introduced instead.

Where a policy requires compliance at the subdivision / land use redesignation stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage without requiring an amendment to the Plan.

Where a policy requires submission of studies, analysis of information, the exact requirements and timing of the studies, analysis or information shall be determined at the subdivision / land use redesignation stage.





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**2.6.3 Timeframe of the Plan**

The plan is future-oriented and depicts how the Stewart Creek plan area is to be developed over an extended period of time. This will occur through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed developed is expected to occur over the next 10 years. While the plan envisions a desired future, amendments to the plan will inevitably be required to respond to new circumstances. Therefore, to ensure it remains current, the plan will be monitored and updated as required as requested by the Developer.

**2.6.4 Amendment and Variance to the Plan**

The purpose of these policies is to establish the requirements of a developer where an amendment or variance to the Area Structure Plan is requested. This request would typically be initiated by the developer at the time of subdivision or land use redesignation.

***Amending the Plan***

In order to make any major change to the text or maps within this ASP, an amendment to the plan shall be approved by bylaw in accordance with the Municipal Government Act.

Where an amendment to the ASP is requested by a developer, the developer shall submit the supporting information considered necessary by the Town to evaluate the request.

Where the required information is not provided in a manner satisfactory to the approving authority, the amendment shall not be approved.

***Varying the Plan***

Where a minor variance to a policy within the ASP is requested by an applicant in accordance with the Municipal Government Act, the applicant shall submit the supporting information considered necessary by the Town to evaluate the request.

Where the required information is not provided in a satisfactory manner, the variance shall not be granted.

**2.6.5 Supporting Information for the Plan**

Background information pertaining to the Plan is contained in Part II – Supporting Information. The purpose of the information provided in Part II is to supplement the Plan.



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Part II of this Plan is non-statutory, and does not form part of the bylaw adopting this Plan. The Supporting Information may be updated from time to time to ensure that it remains current and accurate. Supporting Information to the Plan consists of the following:

- Site Analysis;
- Perpetually Affordable and Employee Housing Guidelines;
- Stewart Creek Design Principles; and
- Three Sisters Development Allocations.



### **3.0 GOALS OF THE PLAN**

The following goals, as well as the related policies and objectives set out in subsequent sections of Part I of the Plan, will guide private development and public investment towards achieving the vision for the Stewart Creek Area Structure Plan over the long-term.

#### **3.1 FACILITATE DEVELOPMENT OF A VIBRANT RESIDENTIAL COMMUNITY**

Allow for the development of a comprehensively planned residential community that provides a range of housing types and tenures.

#### **3.2 ESTABLISH A CLEAR IDENTITY**

Provide a clear identity and recognition as a unique community, but one that is clearly part of the Three Sisters Mountain Village area and the Town of Canmore.

#### **3.3 PROVIDE FOR COMMERCIAL AND COMMUNITY RECREATION SERVICES**

Provide a range of private and public opportunities for services, retail uses, entertainment, passive and active open space and recreation opportunities.

#### **3.4 PROVIDE FOR A RANGE OF COMMERCIAL SERVICES**

Provide a range of commercial land uses complimentary to existing commercial areas within the Town of Canmore TC and GD Districts, within an identifiable area that is easily accessible from both the regional transportation network and from within the Plan Area.

#### **3.5 DIVERSIFY TRANSPORTATION OPTIONS**

Use of alternative road design standards that encourage pedestrian-focused transportation designed to manage speed through design and to promote pedestrian access.

Establish a hierarchy of streets to promote a range of transportation modes.

Encourage non-motorized private transportation to facilitate pedestrian- and cyclist- based movement within the community through multi-use pathways.

### **3.6 PROMOTE ENVIRONMENTAL AWARENESS**

The Plan Area is defined by wildlife corridors on the south and east boundaries. A community design that respects sensitivities of the natural setting with respect to the presence of wildlife corridors adjacent to the Plan area, the natural landform and views and vistas to and from the community has been central to the planning process. This awareness should extend to the development and habitation of the community into the future through a range of physical, operational and educational techniques.

These guiding principles underlie the future vision, policy statements and implementation actions for the Stewart Creek Area Structure Plan. In addition to the guiding vision statements, the identified and analyzed opportunities and constraints influencing the Plan Area will inform the strategy and direction of the future planning and development of lands within the Stewart Creek ASP.



#### **4.0 LAND USE FRAMEWORK**

This section of the Plan outlines the general purposes and functions for each land use area within the Land Use Concept to guide land use and site design decisions at a general level. Section 5.0 of the Plan contains specific planning objectives and policies that apply to the Land Use Areas shown on the Land Use Concept Plan, and are intended to implement the Plan by providing a policy framework for the management of land use and development decisions within the Plan area.

Sections 5.0 through 8.0 of the Plan provide objectives and policies to provide a framework for guiding the application and development of public systems, urban design, municipal servicing and environmental considerations within the Land Use Areas shown on the Land Use Concept Plan.

The Plan area will consist of four major land use areas that will collectively establish the Stewart Creek community area.

The **Land Use Concept Plan**, shown in Map 4, illustrates conceptually the full extent of the Stewart Creek area, taking into consideration the future potential development of the planning area.

This overall concept plan shall serve as the basis for more detailed land use and subdivision plans. Boundaries of the developable lands and open space shown on this map may be modified at the subdivision or development stage.

The Land Use Concept is based upon several structuring elements:

- employs principles of sustainable development in the planning, design and future habitation of the plan area;
- provides a key arrival / distribution transportation node for other areas within the community, particularly the Resort Centre to the west. The intent of this element is to encourage the reduction of personal automobile transportation travel between the Resort Centre and the Stewart Creek Plan Area, particularly for employees of the Resort Centre and day users;
- provide a system of neighbourhood / transportation nodes and community focal points clearly defined by their role in providing key activity and open space areas and act as commercial and transportation focal points within the Plan Area;
- provides a framework for a community structure which promotes non-vehicular connections between residential, commercial and public / open space uses within the Plan Area, and connections to other parts of the larger community;

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- provision of integrated employee housing and affordable / entry-level housing in coordination with the Resort Centre planning area;
- facilitates alternative and innovative approaches to land use planning, development and infrastructure servicing opportunities;
- promotes the identification of opportunities for innovative and site-adaptive development standard opportunities in areas of sloping terrain, where appropriate; and
- establishes a framework for the identification of opportunities for mixed-use development within the Plan Area.

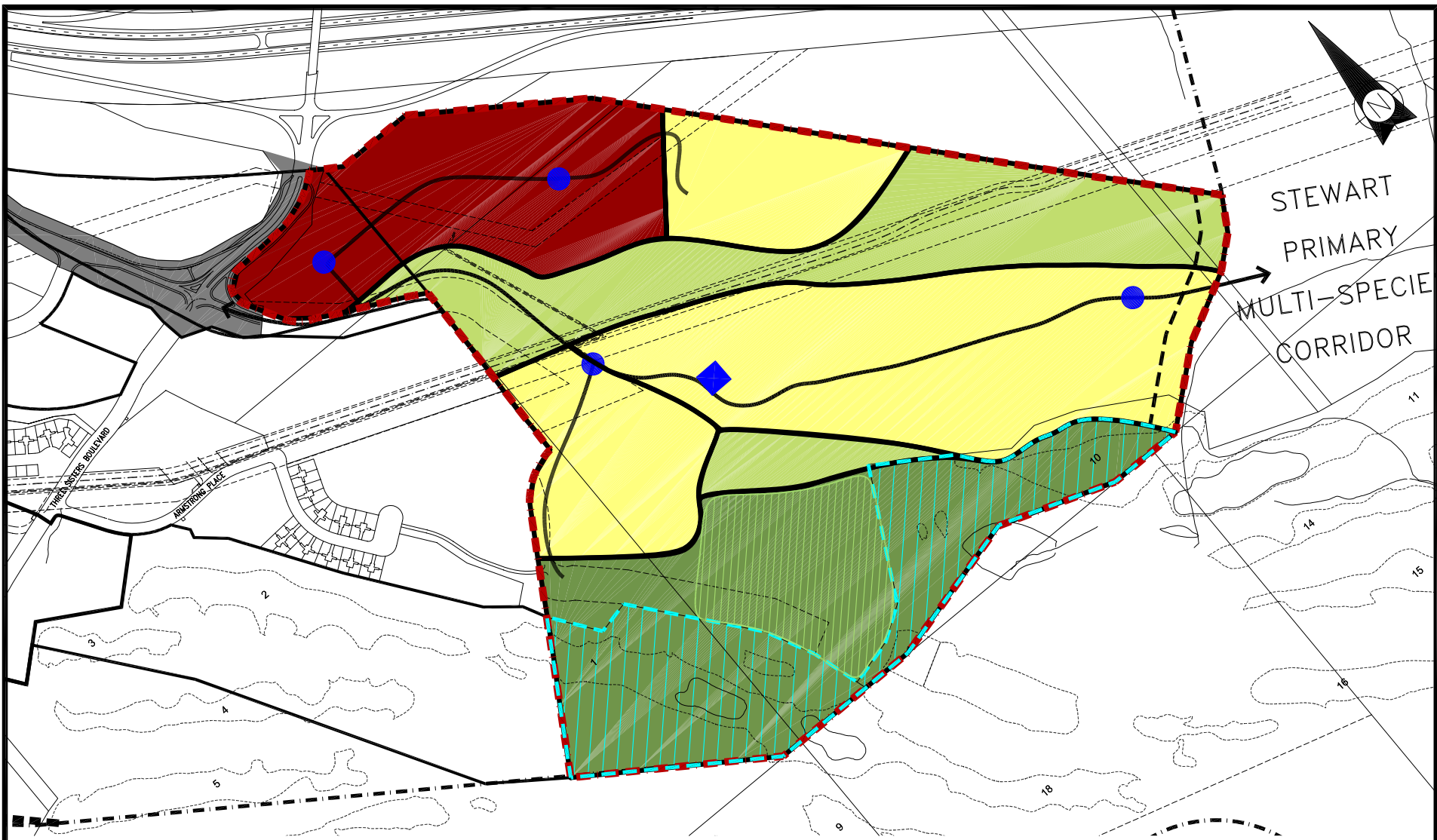
The land use concept strives to balance flexibility and certainty, while providing opportunities to respond to market conditions. TSMV is seeking to develop a vibrant, cohesive and comprehensively planned neighbourhood area that strengthens the vitality of the Town of Canmore while respecting the natural beauty and sensitivities of the surrounding environment. The primary purposes and functions for each land use area within the Land Use Concept shall guide land use and site design decisions. The primary purposes and functions for each area are as follows.

#### **4.1 COMMERCIAL / MIXED USE AREA**

The purpose of the Commercial / Mixed Use Area is to provide for the future development of a range of comprehensively planned commercial and residential uses. Located adjacent to the Trans-Canada Highway / Three Sisters Parkway interchange, this area is intended to provide a focal point for both the Plan Area and for the larger Three Sisters Mountain Village area as the key arrival gateway into the community.

The commercial / mixed-use area is intended to provide a range of commercial land uses complimentary to existing commercial areas within the Town of Canmore TC and GD Districts, including retail, service and office uses oriented primarily to the visitor / tourism market and new local markets. Uses are intended to be integrated within this area, including the potential integration of commercial, office and other uses within buildings.

As the central gateway into the larger Three Sisters Area the commercial / mixed use area, in conjunction with future development on the westerly portion of Site 4 west of the interchange, is intended to function as a major arrival / distribution point for the community. This use is seen as complementary to the vitality of the commercial/mixed use area.



Map 4  
 Land Use Concept  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- ASP Boundary
  - Commercial / Mixed Use Area
  - Residential Area
  - Golf Course, Recreation Area and Accommodation
  - Open Space Area
  - Community / Transportation Node
  - General Location of Golf Cabins
  - Lands to be Redesignated WC
  - Possible 35m Wildlife Corridor Buffer Alignment



## **4.2 RESIDENTIAL AREAS**

Three primary residential development cells are identified within the Plan Area. Collectively, the purpose of these areas is to provide for a range of residential housing options and tenures, and will be connected via a system of trails, local pathways roads intended to promote north-south as well as east-west connectivity within the Plan Area.

A low density residential area in the central portion of the Plan Area will provide the majority of residential development within a range of residential housing types from estate lots to duplex and townhouse dwellings. A medium to high density residential area is located on the west side of the Plan Area, and is intended to provide housing forms that are appropriate to the location adjacent to the developing community and future school site to the west. A third residential area is identified to the east of the commercial / mixed use area in the northeast portion of the Plan Area. This cell is intended to provide for medium density housing types, and is identified as a potential location for employee housing.

## **4.3 MAJOR OPEN SPACE AREAS**

The Town of Canmore's Bow River valley corridor provides significant recreation opportunities for residents and visitors alike. The Stewart Creek land use concept incorporates formal and informal open spaces for gathering and recreation purposes, and will be integrated with the Town of Canmore and Bow Valley open space networks. The network of open spaces within the Stewart Creek Plan Area relate strongly to the topography and other natural features of the Plan Area. Development areas will be strategically linked to the open space network through a hierarchy of trails, with the intent of promoting north-south connectivity through the Plan Area.

Segments of Canmore's extensive hiking and cycling paths will be incorporated within the public open space system, which in turn connect to the larger public open space systems within the Bow Valley.

Open space areas will consist primarily of open space provided as municipal reserve pursuant to the Municipal Government Act. Protection of areas classified as being of environmental significance, and to restrict development on steep slopes, pursuant to the Municipal Government Act, will be provided through the designation of such areas as Environmental Reserve or creditable Municipal Reserve.

An open space area located in the south-central portion of the Plan Area is intended to incorporate the existing 'dry lake' feature in the provision of a storm pond facility. An open space system is intended to surround the storm pond area to provide primarily passive recreation opportunities linked to residential areas within the Plan Area via a key node in the northwest portion of the open space.

#### **4.4 GOLF AND RECREATION AREA**

The purpose of the Golf and Recreation area is to recognize Established Development in the form of the existing Stewart Creek Golf and Country Club golf course facility, and to provide for additional development and redevelopment of the golf course facilities located within the Plan Area.

This area consists of existing development associated with the existing golf course, including a temporary clubhouse and parking areas, golf course maintenance and environmental care facilities, as well as a temporary access road to the golf course. With the exception of existing golf holes, which are considered Established Areas for purposes of this Plan, future development within this area will consist of a permanent clubhouse and associated parking areas and low-density Visitor Accommodation uses.

Development of comprehensively designed low-density Visitor Accommodation units within the Golf and Recreation Area north of the existing clubhouse location is envisioned to further encourage potential utilization of golf facilities on a year-round basis.

## 5.0 LAND USE OBJECTIVES AND POLICIES

### 5.1 GENERAL DEVELOPMENT POLICIES

- a) The overall land use concept plan shall serve as the basis for more detailed land use and subdivision plans. Boundaries of the developable lands and open space shown on this map may be modified at the subdivision or development stage.
- b) The land use concept plan as shown in Map 4 shall be taken into consideration by the Approval Authority in reviewing plans of subdivision, land use redesignations and development permit applications within the planning area.
- c) Notwithstanding definitions in the Town of Canmore Land Use Bylaw (09-99), for purposes of this Area Structure Plan, Resort Accommodation means a building or group of buildings for visitors to and residents of the resort area, which may be utilized for short term, commercial, non-residential tenancies, or for permanent residential tenancies, and shall include visitor accommodation, tourist accommodation, and residences. Resort Accommodation may be in the form of visitor accommodation, apartments, townhouses / stacked townhouses, duplex and single family dwellings, and shall in all cases be considered as a commercial land use for the purposes of municipal assessment and taxation, with no restrictions on maximum occupancy periods.
- d) For purposes of this Area Structure Plan, the following housing definitions shall apply:
  - **Perpetually Affordable Housing:** is housing that through restrictions is removed from the influence of the open market. These units are controlled in such a way as to make them perpetually affordable. Perpetually Affordable Housing units are made available to those individuals employed full time or seasonal at or below the median income for the Town of Canmore and with a need to reside within the Town. The median income, or an amount less than the median, is used to establish the value of the unit. Restricting the resale value of the unit is considered critical if the unit is to remain perpetually affordable. Rental accommodation that is secure, safe and available long term forms an important part of the affordable community housing structure. Rents must be tied to income levels that are below the median income level and security must be provided to tenants that rents will not be influenced by market conditions.



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- **Community Entry-Level Housing:** is housing that through limited restrictions is removed from the influences of the open market and is instead subject only to the local market. These units may have controls to make them perpetually Community Entry-Level Housing units. Community Entry-Level Housing units are intended for those individuals that do not qualify for Community Affordable Housing units and are unable to enter the open market. In every case, a need to reside is required to be demonstrated to qualify for Community Entry-Level Housing. Rental units where rates are set above the income restricted rents yet below the market rate will also provide options for Community Entry-Level Housing.
  - **Employee Housing:** means dwelling units provided for employees (both full time and seasonal) of a commercial use and managed by a resort association or commercial employee housing authority or employer or developer or CCHC or similar authority which ensures to the satisfaction of the Town of Canmore that such housing will be maintained and operated such that employees are accommodated for housing at the development permit application stage. Employee housing units may be Perpetually Affordable Housing Units.
  - **Market Entry-Level Housing:** is housing where the market defines the unit as entry level. Providing market entry-level housing enables a wider demographic of purchaser to enter the Canmore market. This housing also provides alternatives for those residents whose income exceeds the maximum level established for community housing.
- e) Building design and construction materials shall be consistent with architectural guidelines to be established and administered by the Developer.
- f) Entry Feature design and construction materials should be consistent with or complimentary with existing architectural themes established within the Three Sisters Mountain Village. Wherever possible, finishing materials shall comprise indigenous wood and rock products so that the entry features blend with the surrounding environment.
- g) Commercial parking areas should be landscaped and separated from adjacent uses by screening, preferably vegetative screening. Where appropriate, surface and structural parking areas shall be terraced to conform to the natural terrain.

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- h) Each development site shall be comprehensively landscaped in accordance with a plan acceptable to the Approving Authority which shall consider:
  - the retention, where appropriate, of existing natural vegetation;
  - the use of appropriate species for additional landscaping; and
  - augmentation of landscaping adjacent to proposed trails with additional appropriate species, if required.
- i) At or following the subdivision plan endorsement stage, appropriate land use districts pursuant to the Town of Canmore Land Use Bylaw 09-99 shall be redesignated to reflect the intent of the specific use, as deemed appropriate.
- j) At the subdivision plan endorsement stage, all lands to be dedicated as municipal reserve and/or environmental reserve shall be redesignated by the Town of Canmore to the appropriate land use district pursuant to the Town of Canmore Land Use Bylaw.

**5.2 DEVELOPABLE LAND ALLOCATION POLICIES AND TRANSFER POLICIES**

- a) The maximum Gross Developable Area allowable for all land uses within the area structure plan boundary, unless otherwise specified or exempted elsewhere in this Plan, shall be 40 hectares (98 acres) plus or minus 10 percent.
- b) For purposes of this Plan Gross Developable Area shall exclude the following:
  - otherwise developable lands designated as Golf Course or outdoor athletic and recreation activities or open green space where a deferred reserve caveat is registered within the plan area;
  - otherwise developable lands that are provided as unaccredited municipal reserve as Golf Course or outdoor athletic and recreation activities or open green space where a deferred reserve caveat is registered within the plan area;
  - public roads without developable frontage; and
  - storm pond facilities and / or naturalized wetland areas.

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- c) Any Gross Developable Area, Gross Floor Area and dwelling / accommodation units not utilized within the Plan Area should be transferred to other future growth areas within the Three Sisters Mountain Village area in consultation with the Town as requested by the Developer. The sum of land developed within the Plan Area, plus that transferred pursuant to this policy shall not exceed 40 hectares (98 acres).

**5.3 CREATE A COMMERCIAL / MIXED USE VILLAGE CENTRE**

**5.3.1 Objectives**

The purpose of the commercial / mixed use area is to accommodate a range of commercial and some residential land uses within a comprehensively planned area to provide services oriented to visitors and tourists, as well as locally within the Town of Canmore.

Provide land for the development of a commercial / mixed development area east of the Three Sisters Parkway interchange and south of the Trans-Canada Highway.

Facilitate development of a primary gateway / arrival and transportation distribution node in close proximity to the Trans-Canada Highway / Three Sisters Parkway intersection.

Provide a framework for the potential provision of community facilities / central open space area within the commercial / mixed use area. Examples of community recreational uses that could be located within this area are skating surfaces, a climbing wall, tennis courts and outdoor gathering spaces.

Provide for a variety of commercial uses and areas that are complementary to existing and future commercial areas within the Downtown (Town of Canmore TC District) and Gateway (Town of Canmore GD District) areas, and not cause an undue market impact on those areas, recognizing that there will be a market impact from the development of new commercial uses.

**5.3.2 Policies**

- a) Allocate approximately 12 hectares (30 acres) of land for a commercial / mixed-use area as shown conceptually on Map 4.
- b) Up to 32,515 square metres GFA (350,000 square feet GFA) of commercial floor space may be provided within the Commercial / Mixed-Use Area.

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- c) A proposed commercial subdivision shall:
- Be justified based on market demand;
  - Be analyzed in terms of its market impact on;
  - Existing commercial areas in the Downtown (TC District) and Gateway (GD District);
  - Not compromise the economic viability of the Resort Centre.
- d) Policy 5.3.2 (c) shall be implemented through the use of:
- a market demand analysis;
  - a market impact analysis.
- e) Smaller commercial subdivisions or developments deemed to have no impact can be excluded from Policy 5.3.2 (c).
- f) In the case that a market impact analysis completed pursuant to Policy 5.3.2 (d) identifies an undue impact, measures such as the following **may** be undertaken as part of a future land use redesignation, subdivision or development permit application:
- Phasing of commercial development within the area;
  - Restrictions on particular commercial uses;
  - Restrictions on the size of commercial uses or types of uses;
  - Resort management of commercial tenancies;
  - Other methods deemed mutually acceptable to the Town of Canmore and the Developer / Applicant.
- g) Up to 1,200 square metres GFA (12,900 square feet GFA) of community / recreational floor space may be provided within the Commercial / Mixed-Use Area.
- h) The predominant use of the land within the Commercial / Mixed-Use Area shall be commercial development, primarily retail, office and personal service uses located within a comprehensively planned commercial site.

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- i) In addition, in order to create a cohesive shopping, living and working environment, residential, institutional, recreation and public uses shall be encouraged and supported within and adjacent to the Commercial / Mixed-Use Area.
- j) Buildings of up to three and a half storeys in height shall be permitted within the Commercial / Mixed Use Area, subject to the application of architectural controls.
- k) The developer and the Town will jointly identify and coordinate Town recreational programming requirements that may be appropriate within the Commercial / Mixed Use area at the time of subdivision application.

**5.4 PROVIDE A RANGE OF RESIDENTIAL HOUSING OPTIONS**

**5.4.1 Objectives**

The purpose of the Residential Areas is to provide for range of predominantly low to medium density residential development. Higher density residential development may be appropriate in some areas.

Provide for the integration of public parks interspersed at key locations within Residential Areas.

Promote the development of innovative housing forms within medium density Residential Areas where appropriate, subject to market feasibility.

Provide for a potential creation of a viable, local residential community within the Plan Area.

**5.4.2 Policies**

- a) Allocate approximately 25 hectares (62 acres) of land to accommodate residential development as shown conceptually on Map 4.
- b) Residential areas are shown conceptually on Map 4. Detailed boundary locations and land use boundaries will be determined at the subdivision application and land use redesignation stage.
- c) The average overall net density for residential development areas shall be in the range of 25 to 49 units per hectare (10 to 20 units per acre). The Town, at its sole discretion, may agree with developer requests to vary from this density range (either to decrease or increase) as needed to accommodate policies 5.4.2(h), (i) and (j), or the need for employee housing under policy 5.2.2.
- d) Within the density range under Policy 5.4.2 (c) the anticipated maximum number of residential units shall be 925 units.

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- e) Medium density residential and higher density residential development is encouraged to be located in the vicinity of the future school site adjacent to the west boundary of the Plan Area, and in proximity to community / transportation nodes or commercial areas wherever possible.
- f) Options for the provision of housing for purchase in the local Canmore market should be pursued.
- g) The creation of a viable, local residential community within the Plan Area may be accomplished by mechanisms such as:
  - location of entry level and non-market housing initiatives in proximity to the Community / Transportation nodes in the west-central portion of the residential area;
  - location of employee and / or perpetually affordable housing initiatives in proximity to the commercial / mixed use area;
  - location of employee and / or perpetually affordable housing initiatives within the commercial / mixed use area where appropriate; or,
  - or other such initiatives or mechanisms mutually acceptable to the Town of Canmore and the Developer.
- h) Medium and high density housing forms shall not be located adjacent to the Stewart Wildlife Corridor.
- i) Low-density residential development should be located adjacent to the Stewart Wildlife Corridor. Lot depths adjacent to the Stewart Wildlife Corridor should incorporate a minimum effective lot depth of 48 metres.
- j) Dwellings located on lots adjacent to the Stewart Wildlife Corridor should be located as far away from the west edge of the corridor as possible, with primary orientation to the street. Rear yards should retain as much native vegetation as possible, however small patios may be located immediately adjacent to the house, and rear yard lighting should be minimized.



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- k) The establishment of a corridor buffer adjacent to the Stewart Wildlife Corridor for purposes of wildlife thinning should be reviewed at the subdivision application stage for development areas other than the existing golf course, as shown conceptually on Map 4. A buffer should be 35 meters in width, and created through a conservation easement between the appropriate parties. Establishment of a corridor buffer should be reviewed at, or prior to, the subdivision application for the first subdivision phase adjacent to the Stewart Wildlife Corridor. Human use trails should not run parallel to the Stewart Wildlife Corridor within a corridor buffer.
- l) Utilization of a 2.4 metre high fence to manage human use should be reviewed at the subdivision application stage in conjunction with the first subdivision phase adjacent to the Stewart Wildlife Corridor. The effectiveness, potential wildlife management issues, cost design and length of a fence, among other variables, should be evaluated at the subdivision stage in order to determine the feasibility of a potential fence.

**5.5 PROVIDE A RANGE OF EMPLOYEE AND PERPETUALLY AFFORDABLE HOUSING OPTIONS**

**5.5.1 Objectives**

Ensure consistency between the policies contained within the Town of Canmore Municipal Development Plan with respect to the creation and maintenance of employee housing for new Visitor Accommodation and other non-residential development within the Plan Area.

Provide employee and / or perpetually affordable housing based on established needs.

Provide for the creation and maintenance of a range of employee housing forms to meet the majority of anticipated employee housing requirements generated by the Resort Centre to the west within the Plan Area.

In the absence of a Town policy adopted by Council intended to apply uniformly to all new commercial development throughout the Town, provide for the consideration of the provision and maintenance of employee housing generated by commercial land uses within the Plan Area on a case-by-case basis.

Consider the integration of employee housing units within commercial / mixed use areas and residential areas, where appropriate.

Provide for employee housing for both seasonal and full time employees generated by non-residential uses within the plan area, and otherwise as documented within this Area Structure Plan.



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**5.5.2 Policies**

- a) This plan will comply with any established Town-wide municipal policy on employee housing (“EH”) or perpetually affordable housing (“PAH”).
- b) Any Town of Canmore future PAH or EH policies intended to apply uniformly to all new commercial developments throughout the Town, shall supersede those contained in this Plan.
- c) In the absence of Town wide municipal policy on EH or PAH housing for commercial developments, the provision of employee housing for commercial developments within this Plan Area shall be based on an employee generation analysis at the request of the Town of Canmore (particularly in the case of employers that generate large seasonal employee requirements) of the Developer / Applicant at the time of subdivision or development permit.
- d) The methodology, criteria and requirements indicated by the employee generation analysis pursuant to Policy 5.5.2 (c) shall be to the mutual satisfaction of the Developer / Applicant and the Town of Canmore.
- e) In the case of 5.5.2(c), the ratio of employee housing shall be determined on a case-by-case basis between the Town and the developer at the development permit application stage. The ratios for employee housing provided in Table 1 in Part II shall provide guidelines for the calculation of employee housing units for commercial uses.
- f) Employee housing may be provided in the form of perpetually affordable housing at the discretion of the developer using the ratios provided in Table 1 Part II as guidelines for the calculation of employee housing units for commercial uses.
- g) Pursuant to Policy 5.5.2 (c), the PAH or EH shall reasonably accommodate those employees unable to afford market or community entry level housing as determined by the employee generation analysis which shall consider factors such as detailed assessments of occupation types, expected incomes, market demand and available housing supply factors throughout the Town of Canmore.
- h) PAH or EH should be provided in a range of multi family residential unit types and sizes to accommodate range of employment positions and range of incomes as determined by the employee generation analysis – e.g. dorms, apartments to townhouses
- i) EH or PAH can be provided off site outside of the Plan Area to the mutual satisfaction of the Developer / Applicant and the Town.

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- j) EH and PAH units provided as part of this Plan shall be excluded from annual growth management quotas, and shall be excluded from total unit counts pursuant to Bylaw 1-98(DC).
- k) Specific details of the provision (type, form, location) for the EH or PAH units shall be determined between the Town and the applicant / Developer at the development permit application stage.
- l) EH in this Plan Area may need to be constructed in conjunction with the development of the Resort Centre, once the generation of employees is anticipated to exceed the housing available within the Resort Centre, and therefore justifies a need for additional employee housing inside this Plan Area as the Resort Centre develops. This may require adjustment of the Staging in this Plan Area shown on Map 10.

**5.6 PROVIDE OPTIONS FOR THE ALLOCATION OF COMMUNITY LAND**

**5.6.1 Objectives**

Provide for the allocation and distribution Community Land in the context of this Area Structure Plan and the Resort Centre Area Structure Plan (Town of Canmore Bylaw 23-2004).

**5.6.2 Policies**

- a) Unless stated otherwise herein, the provision of perpetually affordable housing and community entry-level housing shall be through the provision of Community Land to the Town of Canmore for the purpose of constructing perpetually affordable housing units within the community.
- b) Community Land requirements to be transferred from the Resort Centre Area Structure Plan and allocated to this Plan Area consist of approximately 0.33 hectares (0.8 acres).
- c) The total Community Land requirement for this Plan Area is approximately 1.35 hectares (3.4 acres). The actual amount of Community Land allocated to the Plan Area shall be finalized at the subdivision application stage.
- d) Details of the location (including off-site locations) and amount of lands to be provided for Community Land purposes shall be determined by the Developer at the subdivision application stage.
- e) Lands to be provided as Community Land should be located in close proximity to the school site to the west of the Plan Area.

## **5.7 PROVIDE OPTIONS FOR ENTRY-LEVEL HOUSING**

### **5.7.1 Objectives**

Ensure consistency between the objective contained within the Town of Canmore Municipal Development Plan with respect to the provision of housing in a variety of tenure options and prices that will meet the household accommodation needs of a full range of socio-economic groups.

Ensure consistency between the policies contained within the Town of Canmore Municipal Development Plan and the Town of Canmore Land Use Bylaw with respect to the provision of Market Entry Level housing within the Three Sisters Mountain Village area.

Establish greater flexibility in the provision of Market Entry Level housing options within the Plan Area.

Provide a range of units to allow people to move up from PAH units into market housing.

### **5.7.2 Policies**

- a) In the absence of the provision of EH and / or PAH pursuant to this plan, a maximum proportion of 25% of all Residential Units approved during any particular year within the Plan Area must:
  - provide secondary rental suites at the time of construction of the primary unit; or
  - qualify as entry-level housing units (single and multi-family projects) under the terms set out within Town of Canmore Bylaw 1-98(DC).
- b) As an alternative to or in conjunction with the requirements under Policy 5.7.2 (a), the provision of alternative techniques for the provision of entry-level housing units within the Plan Area may be requested at the discretion of the Developer.
- c) Notwithstanding provision of EH and PAH pursuant to Section 5.5 of this Plan, no less than 5% of units shall be entry level.
- d) EH and PAH shall be creditable towards provision of entry level pursuant to Section 5.5 of this Plan. Provision of PAH and / or EH shall require a corresponding reduction from the 25% required in Policy 5.7.2 (a), at a ratio to be mutually agreeable to the Town of Canmore and the Developer. The required ratio of housing provided as perpetually affordable shall be significantly lower than the entry-level ratio requirements.

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- e) In the case where alternative forms of market entry-level housing are provided, either as a substitute to the requirements under Policy 5.7.2 (a) or in conjunction with Policy 5.7.2 (a), credit as market entry-level housing shall be given to such units. Details of the mechanism for the alternative delivery of entry level housing units and the credit as entry level housing units shall be determined between the Town and the Developer at the development permit stage.
- f) Entry level units can be provided off site outside of the Plan Area to the mutual satisfaction of the Developer / Applicant and the Town.
- g) Details of the provision of entry-level housing units shall be determined between the Town and the applicant / Developer at the development permit application stage.
- h) Entry-level units provided as part of this Plan shall be excluded from annual growth management quotas, and shall be excluded from total unit counts pursuant to Bylaw 1-98(DC).

**5.8 ESTABLISH COMMUNITY / TRANSPORTATION NODES**

**5.8.1 Objectives**

Provide an interconnected system of neighbourhood nodes, which provide activity areas and focal points within the community, and function as zones of commercial and transportation focus within the plan area.

Provide the opportunity to create a strong arrival / distribution transportation node for other areas within the community, particularly the Resort Centre.

Shape identifiable centers of activity and provide a focus for the community.

Locate major commons, plaza areas and key amenity features at intersections of important development areas.

In the absence of a municipal policy on the provision of public mass transit within the Town of Canmore, recognize the potential to provide for the opportunity to facilitate alternative mass transit systems.

Consider the potential for a future transit / shuttle system integrated with, or in close proximity to the potential intercept parking area and primary gateway community / transportation node within the Commercial Area.

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Encourage transit-oriented development principles by concentrating the most intensive land uses within close proximity to community / transportation nodes.

Provide opportunities for convenient access to nodes, and a high quality pedestrian environment that provides visual interest, amenity and safety.

**5.8.2 Policies**

- a) A series of community / transportation nodes should be provided as shown conceptually on Map 4. Detailed locations and boundaries of the nodes should be determined at the subdivision application stage.
- b) A primary gateway community / transportation node should be provided within the northwest portion of the Commercial Area.
- c) Community / Transportation Nodes should be located to:
  - serve development throughout the Plan area;
  - utilize walkways and trails to provide access between commercial land uses and residential areas; and
  - take advantage of significant views, vistas, open spaces and natural features within the plan area where appropriate.
- d) Wherever feasible, the most intense uses or clustering of services should be located within 400 metres walking distance of a community / transportation node.
- e) Intercept parking may need to be constructed in conjunction with the development of the Resort Core and Expansion Areas, once the generation of day use traffic is anticipated to exceed the space available within the Resort Centre Area Structure Plan area, and therefore justifies a need for additional parking inside this Plan Area as the Resort Core and Expansion Areas develop. This may require adjustment of the Staging in this Plan Area shown on Map 10.
- f) Transit services should be developed as per Part 4, Section 4.4 of the Town of Canmore Municipal Development Plan for localized transit servicing key transportation nodes such as the intercept parking areas and/or employee housing in this Plan Area and the Resort Centre, at such time they are economically justifiable and feasible. Such services may be public, private or a public/private partnership. Transit services should be initially reviewed prior to build out of the Resort Core Area, and resolved prior to build out in the Resort Expansion Area in the Resort Centre ASP.



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- g) Public transit services may be developed beyond localized services within this Plan Area and the Resort Centre as per Part 4, Section 4.4 of the Town of Canmore Municipal Development Plan, in cooperation with any municipal public transit system.

**5.9 ENHANCE EXISTING GOLF COURSE FACILITIES AND AMENITIES**

**5.9.1 Objectives**

Provide for the future redevelopment of the existing Stewart Creek Golf and Country Club clubhouse and associated facilities.

Provide an opportunity to develop comprehensively designed low-density visitor accommodation units within the Golf and Recreation Area to further encourage year-round utilization of the area and enhance integration with the Plan Area.

**5.9.2 Policies**

- a) The area allocated to the existing golf course and associated facilities, and the future expansion area associated with the golf course, shall be approximately 17 hectares (42 acres), as shown conceptually on Map 4.
- b) In addition to golf and recreation uses, low-density Visitor Accommodation uses (“golf cabins”) may be located within the Golf and Recreation Area. In addition to core golf and recreation uses, up to 20 golf cabins may be located within the Golf and Recreation Area and may be functionally associated with the golf course facility. A golf cabin is defined as a resort accommodation use with a footprint of between 74.5 to 102.5 square meters (800 to 1,100 square feet), plus or minus 10%. It is desirable to locate visitor accommodation units in association with other resort areas.
- c) To ensure that overall environmental and wildlife objectives are being met, the location, if any, of low-density Resort Accommodation uses shall be subjected to a Biophysical Impact Assessment by a qualified professional(s) to the satisfaction of the Town of Canmore prior to rezoning of the low-density Resort accommodation area as shown on Map 4. The Biophysical Impact Assessment shall examine potential impacts of the low-density Resort accommodation on biophysical elements (ecosystems, landforms and habitats) with specific consideration for:
- Topography;
  - Vegetation;
  - Wildlife habitat;

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- Wildlife corridors; and
  - Approved Wildlife / Human Interaction Prevention Plan.
- d) Review of the proposed locations of Resort Accommodation uses within the Golf and Recreation Area by an independent wildlife biologist shall be required at the subdivision application or development permit application stage.
- e) The area shown as “WC” on Map 4 shall be redesignated WC Wildlands Conservation District pursuant to the Town of Canmore Land Use Bylaw, or equivalent, prior to the earlier of the following: (a) issuance of a development permit for visitor accommodation within the Plan Area, or (b) three years from third reading of Bylaw 24-2004, or (c) completion of the last phase of development within this Plan Area.
- f) Any biophysical impact assessment submitted by an applicant in accordance with Policy 5.9.2 (c) above shall be reviewed by an independent qualified professional selected jointly by the Developer and the Town of Canmore, to apply the Golder 2002 recommendations of the Golder report as a minimum, and retained and funded solely by the Town of Canmore.
- g) Rezoning to a unique land use district for the low-density Resort Accommodation area only as shown on Map 4 shall be required to be separate from any other rezoning applications for other lands within the Plan Area.

## **6.0 PUBLIC SYSTEMS AND URBAN DESIGN OBJECTIVES AND POLICIES**

### **6.1 PROVIDE A BALANCED TRANSPORTATION SYSTEM**

#### **6.1.1 Objectives**

Encourage greater use of alternate modes of travel such as walking and cycling within the Plan Area by designing the road and pedestrian network to be safe, convenient and pleasant for pedestrians and cyclists.

Promote community connectivity by designing a transportation system that enhances pedestrian and cyclist connectivity and access between residential, community and commercial land use areas within the plan area.

Provide a framework for a community structure, which promotes non-vehicular connections between residential, commercial and public / open space uses, and connections to other areas within the larger community, in particular the Resort Centre area to the west.

The design, size and alignment of the internal street system should equitably serve and balance the needs of pedestrians, cyclists, transit users and motorists by discouraging shortcutting through residential areas, reducing vehicle speeds and by providing safe, comfortable environments for pedestrians and cyclists.

Consider the application of alternative road design standards that encourage pedestrian-focused transportation designed to manage speed through design and to promote pedestrian access and comfort.

Provide an east-west arterial roadway (the 'East Parkway') through the plan area. This section of road is intended to provide a local, community scale compatible with the village concept. This connector will also provide an acceptable capacity level for traffic movement through this site, while incorporating features such as roundabouts, coordinated pedestrian movements and green boulevards / medians to provide a major road that meshes with the core of the village.

Facilitate non-vehicular transportation between the Resort Centre Area Structure Plan area and this Plan Area.

Establish road standards that are consistent with good engineering and urban design practices, while recognizing the need to minimize the disruption of natural areas.

Establish a transportation network that provides access to developable land within the Plan Area.

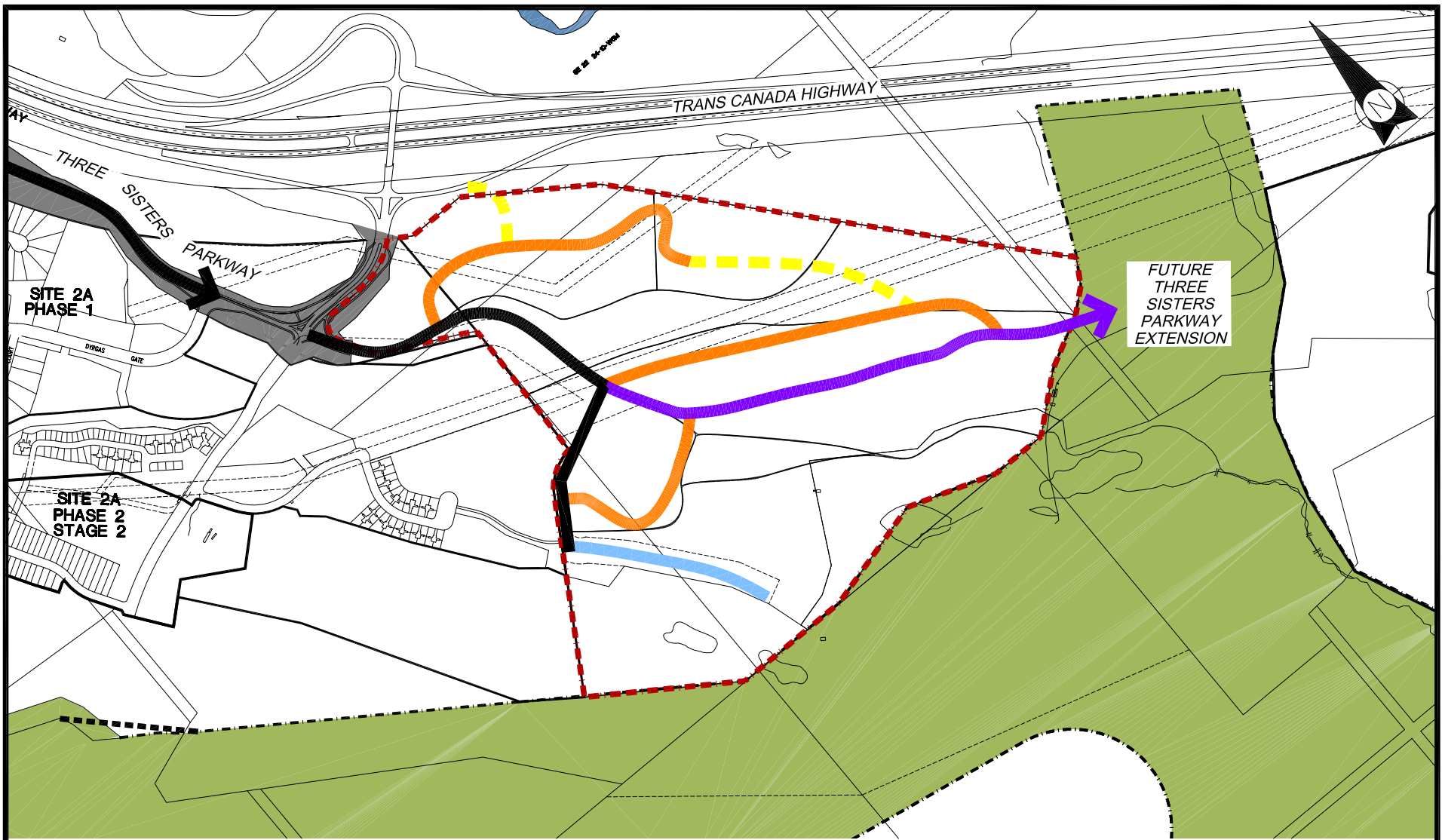
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Ensure that the internal transportation system provides linkages to adjacent lands and the regional transportation system and provides adequate emergency access coverage.

Provide appropriate roadway design standards: roadways of a collector and greater standard should be municipal roads, while lower standard roads could be provided as private facilities, where appropriate, to meet overall design objectives.

**6.1.2 Policies**

- a) The arterial road network within the Plan Area is shown conceptually on Map 5.
- b) An east-west arterial roadway shall be provided within the plan area for the purpose of servicing both local and regional transportation demands. The east-west arterial roadway (the 'East Parkway'):
  - shall be designed to provide sufficient capacity for the requirements of future development east of the Plan Area and local development within the Plan Area as determined by a transportation study;
  - the number of lanes, and the configuration and spacing of intersections will be designed to meet capacity requirements determined by a transportation study;
  - shall be integrated within the plan area to promote community connectivity, sense of place and alternative travel modes;
  - employ traffic calming measures in appropriate locations in order to reduce vehicle speed, enhance the aesthetic appearance of the roadway, and enhance pedestrian safety as required, while maintaining roadway capacity;
  - should allow all-turns access where roadway capacity is not compromised, and minimize all-turns access in other areas by encouraging the use of shared access where appropriate and right-turns access as an alternative; and
  - may maintain a lower level of design service to the mutual satisfaction of the Town of Canmore and the Developer, if necessary, to provide regional capacity demands while meeting local community transportation, connectivity and urban design requirements within the Plan Area.
- c) Specific road cross-sections for the arterial transportation network shall be determined at the subdivision application stage and / or detailed design stage.



Map 5  
 Transportation  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- - - - - ASP Boundary
  - Arterial (Three Sisters Parkway)
  - Collector
  - Collector / Local Access
  - - - - - Emergency Access
  - Private Access



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- d) The alignment and design of the east-west arterial roadway should facilitate the provision of Community / Transportation Nodes at various intervals within the plan area. Transportation Nodes are encouraged to include the use of roundabouts as traffic control devices where appropriate and feasible.
- e) Where the commuter trail is not located within or integrated with a park or natural feature, it may be located within the right-of-way of the East Parkway in the form of a pathway constructed in place of a sidewalk, and in this case shall be separated from the roadway.
- f) Incorporation of a paved, marked bike lane within the roadway shall be considered in the design of the East Parkway, if a suitable separated commuter trail alignment is not feasible.
- g) Final alignment of local pathways and connectors should be determined at the subdivision application stage.
- h) The internal road network is illustrated conceptually on Map 5. An internal road network comprised of interconnected streets creating multiple routing options for pedestrians, cyclists and motorists should be provided within the plan area.
- i) Specific road cross-sections that accommodate comfortable, safe pedestrian and cycling environments, where appropriate, should be determined at the detailed design stage. Internal roadways may also consider alternative configurations at the detailed planning stages in consultation with the Town.
- j) The design of the internal road network should provide for the following:
  - convenient connections and multiple route choices to origin / destination points within the plan area;
  - interconnected pedestrian and cyclist systems within the plan area; and
  - road connections that converge toward the East Parkway area and Community / Transportation nodes.



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- k) Alternative design standards for public roadways shall be encouraged with respect to:
- pavement widths for travel and parking lanes;
  - potential to provide bicycle lanes;
  - boulevards / green space areas;
  - stormwater drainage;
  - snow removal and snow storage management;
  - building setbacks from the property line; and
  - horizontal and vertical curves and design grades, where deemed appropriate.
- l) Subject to detailed design and storm water, emergency access and utility line assignment analyses that are reviewed and accepted by the Town of Canmore.
- m) To encourage bicycle use, developments should provide facilities for residents or employees to secure bicycles as determined at the development permit application stage. Bicycle racks and lockers should be located in convenient, visible, well-lit areas.
- n) Emergency access shall be provided, as development proceeds, linking the Plan Area to the lands to the west and to the Trans Canada Highway and / or Three Sisters Parkway interchange, subject to Alberta Transportation approvals.
- o) Emergency access from individual development cells to the arterial transportation network shall be provided where a non-looping road system is not provided.
- p) The requirement, location, configuration and design grades of emergency access routes and facilities shall be determined at the subdivision application stage between the developer and the Town of Canmore.

## **6.2 ESTABLISH A MULTI-FUNCTIONAL TRAILS NETWORK**

### **6.2.1 Objectives**

Establish a comprehensively planned, multi-purpose and all-seasons trail network within the Plan Area to provide internal recreation opportunities and commuter connections to regional trail systems.

Establish a clear hierarchy of trail types within the Plan Area. Three trail types are applicable to the Plan Area:

- Level 1 – Town of Canmore Commuter Trail Standard: forms the primary spine of the trail network. The tread-way is 2.5 – 3.0 m, typically asphalt for ease of travel and maintenance. Design gradients should not exceed a range of 6 – 8%.
- Level 2 – Local Connectors: can be in the form of sidewalks, easements and trails with tread-ways less than the commuter trail standard, minimum width of 1.2 – 1.5 m, no restriction on trail surfacing. Design gradients should not exceed 15%.
- Level 3 – Recreational / Natural Trails: interconnect park and recreational uses with residential communities along routes of scenic, natural, historic, geologic, or water-oriented interest, not designed for commuting. The tread-way is typically 0.5 – 0.6 m, trail surfacing typically utilizes localized materials to best fit immediate surroundings. Gradients to match existing ground with the intent to minimize disturbance to natural environment – no restrictions, except where required to mitigate possible erosion and safety concerns.

Establish an alignment for a commuter trail to provide access to key activity areas within the Plan Area.

Provide trail systems that offer exhilarating walking, hiking and interpretive experiences that take advantage of natural vistas and vantage points within open space areas adjacent to development.

Promote the use of trails and pathways to facilitate community north-south connectivity within the Plan Area, particularly between Residential Areas and the Commercial/ Mixed-Use Area.

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**6.2.2 Policies**

- a) The trail system is shown conceptually on Map 6. Trail alignments may be physically separate from roadways, except within wildlife corridors.
- b) A commuter trail alignment shall be provided which will achieve an effective east – west linkage through the Plan Area.
- c) Commuter and connector trail alignments are to link significant areas of open space and commercial activity with residential cells within the Plan Area, and to provide a connection to future components of the Town-wide commuter trail system.
- d) A natural trail alignment shall be provided which will create a naturalized east – west, low impact trail connection through Plan Area, and should occur in natural or non-developed areas, wherever possible, to enhance the trail experience.
- e) Trail alignments should facilitate the development of a hierarchy of trails that ensures flexibility in accommodating diverse recreational commuter needs.
- f) Trail alignments should offer opportunities for interpretation of cultural and environmental qualities related to setting and views.
- g) Trail alignments should accommodate the strategic placement of gateways and entry points where relatively large numbers of trail users are expected to enter the network.
- h) At the subdivision or development permit stage, as deemed appropriate, for comprehensively designed multi-family sites additional level 2 trails may be required at the discretion of the Town to connect to other nearby level 1 or 2 trails.

**6.3 PROVIDE PARKING STRATEGICALLY**

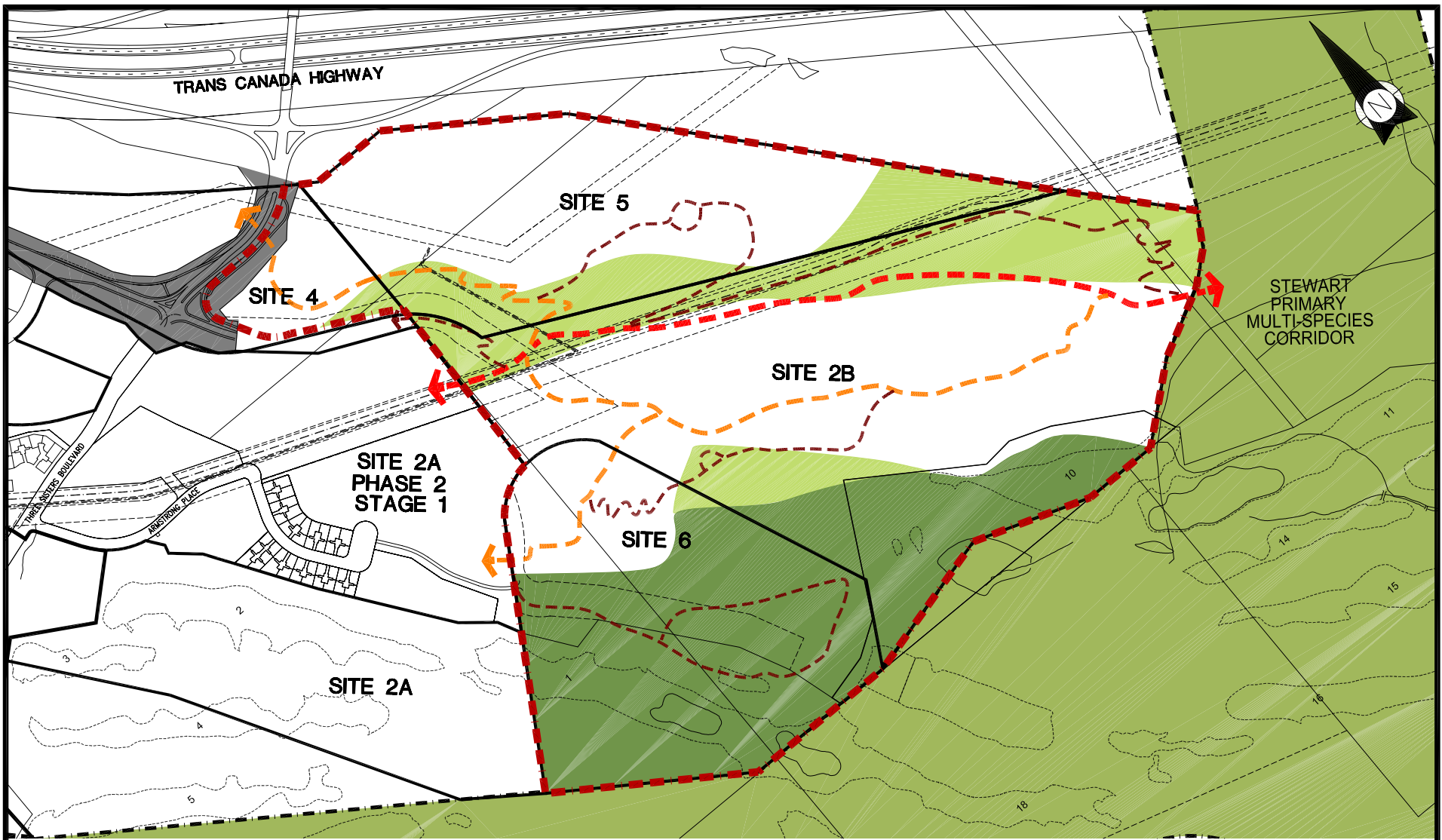
**6.3.1 Objectives**

Provide sufficient parking for commercial uses within the Plan Area within comfortable walking distance of primary land uses.

Reduce vehicular transportation between the Plan Area and the Resort Centre Area Structure Plan area to promote the Plan Area as a major gateway to the Three Sisters Mountain Village area.

Promote the commercial area within the northwest portion of the plan area as a major gateway to the larger Three Sisters Mountain Village area by providing parking to accommodate intercept day use parking demands.





Map 6  
**Open Space System and Trail Network Plan**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

Legend

- ASP Boundary
- Level 1 Asphalt Trails
- Level 2 Local Connector Trails
- Level 3 Natural Trails
- Golf Course & Recreation Area
- Open Space Area



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**6.3.2 Policies**

- a) Accommodate secondary parking demand generated by day use activities within the Resort Centre Area Structure Plan (Bylaw 24Z2004) wherever possible in order to promote the objective of reducing overall automobile trips. A secondary parking area should be provided in close proximity to the primary gateway community / transportation node within the commercial area.
- b) Promote the shared use of parking facilities wherever possible, to reduce the overall amount required by maximizing their ability to serve daytime, evening and weekend demands.
- c) Parking areas should be an integral component of site design, and provide clear and direct access from the public street.
- d) Service access and loading areas shall be provided to the rear of commercial building sites.

**6.4 PROMOTE A SENSE OF PLACE THROUGH URBAN DESIGN**

**6.4.1 Objectives**

Ensure the creation of a unique sense of place through the use of landmarks, nodes, pathways, vistas and edges in the design of streets, public open spaces and private development.

Promote urban design and site planning that responds to local climatic conditions and enhances the use of public spaces throughout the year.

Capitalize on prominent views of the Bow Valley in general and the mountain range to the south wherever possible from major community / transportation nodes and key public places as well as private development areas.

Utilize building placement and appropriate urban design to promote a sense of arrival from the Trans-Canada Highway / Three Sisters Parkway Interchange.

Encourage major public facilities to exhibit excellence in architectural and site design, in accordance with architectural guidelines administered by the Developer.

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**6.4.2 Policies**

- a) Promote a high quality of development and comprehensive planning and design approach.
- b) Traffic calming measures should be employed in appropriate locations in order to reduce vehicle speed, enhance the aesthetic appearance of the road, and enhance pedestrian safety.
- c) The final design of primary access points to major commercial developments should incorporate safe pedestrian and cycling connections and landscaping.
- d) Major gateways may receive special treatment including the prominent placing of structures and key pedestrian linkages and open space areas, intersection design, formal landmarks, changes in building scale, signage and orientation to capitalize on prominent views.
- e) Streets should form vistas of key activity nodes, parks and natural or constructed features in order to establish a series of landmarks focused on community / transportation nodes within the Plan Area.
- f) Landscaping and tree planting should be encouraged in the boulevards and / or medians of public streets
- g) Increased landscaping standards for development abutting the East Parkway should be encouraged.
- h) Architectural controls shall be developed and administered by the Developer.

**6.5 PROVIDE AN INTEGRATED PARKS AND OPEN SPACE SYSTEM**

**6.5.1 Objectives**

Provide an open space system in order to meet the active and passive recreational needs of residents and visitors.

Locate parks and open space in a variety of strategic locations to serve the needs of residents and visitors.

Establish major plaza areas and key amenity and activity features at intersections of important activity.

Provide passive and active recreation areas, which will respect the need to protect the environment.



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Where appropriate, allow for environmentally sensitive lands to be protected through municipal reserve dedication in accordance with the provisions of the Municipal Government Act and the Town of Canmore Municipal Development Plan.

**6.5.2 Policies**

- a) Major components of the open space system are shown conceptually on Map 6.
- b) The dedication of open space will be based on the relevant provisions of the Town of Canmore Municipal Development Plan and the Municipal Government Act.
- c) Where land is to be dedicated as Municipal Reserve, the location, size, configuration and development of the Municipal Reserve parcel will be determined during the subdivision application stage, in accordance with the provisions of the Municipal Government Act and the Town of Canmore Municipal Development Plan.
- d) Natural areas to be protected as open space shall be generally managed as Municipal Reserve or Environmental Reserve, in accordance with the Town of Canmore Municipal Development Plan and Land Use Bylaw, and as agreed to by the developer at the subdivision application stage.
- e) In calculating municipal reserve dedication within the plan area, credit may be given by the Town for municipal reserves for:
  - passive and active recreational facilities which would normally be provided by the Town, constructed by the developer to which there is unrestricted access;
  - commuter trails located outside road rights-of-way;
  - land, which is dedicated to town for the purpose of providing additional buffer adjacent to a wildlife corridor for the purpose of environmental protection. Credit Municipal Reserve provided for environmental protection to augment a wildlife corridor may include land with slopes exceeding 35%;
  - land which is dedicated to town for the purpose of providing a trail adjacent to a wildlife corridor for the purpose of buffering the trail from a wildlife corridor; and
  - naturalized wetland areas;
- f) No public or separate school sites shall be required within the Plan Area, however private schools and other educational and instructional facilities may be located within the plan area.





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- g) Recreational facilities will be designed and managed to minimize negative impact on natural areas.
- h) Where feasible, representative and viable natural habitat types will be protected and maintained as an integral component of the parks and open space system.
- i) Year round enjoyment and use by all residents and visitors will be encouraged with appropriate sensitivity to environmental impact and safety.



## **7.0 SERVICING POLICIES**

### **7.1 UTILITY INFRASTRUCTURE**

#### **7.1.1 Objectives**

To provide services and utilities in a logical fashion to service development as it proceeds. Utilities need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services to service development through the plan area. Details of utility alignments will be confirmed during the subdivision application stage.

#### **7.1.2 Policies**

- a) Development within the planning area shall be serviced with municipal water, sanitary sewer and stormwater utilities
- b) The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks should be to the satisfaction of the Town of Canmore, based on utility servicing analysis.
- c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities, as determined necessary.
- d) Utility right-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential development of land.
- e) Development within the plan area shall be serviced with shallow utilities (i.e. gas, cable television, electricity, telephone, and fibre-optic, if required).
- f) The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of the Town of Canmore, the landowner and the utility companies.
- g) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.
- h) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or extension of municipal utilities necessary for development.

## **7.2 PROMOTE ALTERNATIVE AND INNOVATIVE APPROACHES TO SERVICING**

### **7.2.1 Objectives**

Promote the use of alternative approaches to municipal servicing within the Plan Area where appropriate.

Coordinate the planning and design of major utilities with the Town of Canmore Utilities Master Plan

Recognize the existing varying topography and environmental awareness within the Three Sisters Mountain Village area and the Town of Canmore, and that existing Town of Canmore road and utility design guidelines as well as emergency response methods may preclude accessibility and serviceability to developable areas within this site.

Promote the establishment of alternative approaches to hillside development, while respecting and protecting natural topography and maximizing the retention of existing landforms, vegetation, and soils.

Encourage the use of “Green Design” approaches in the planning and design of infrastructure in order to:

- enhance and respect ecological systems;
- reduce resource consumption;
- reduce land consumption for utilities;
- reduce construction and maintenance costs;
- reduce waste generation; and
- manage stormwater flows through runoff reduction and other techniques.

Foster cooperation between the Town of Canmore and the developer to jointly pursue other agencies and providers where required.

### **7.2.2 Policies**

- a) The use of alternative methods of servicing is encouraged within the Plan Area. The Town and the applicant shall review the potential for application of alternative techniques at the subdivision application stage.

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- b) As part of the preparation of a Stormwater Management Plan, “Best Practices” and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:
- developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions; and
  - introducing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to hard engineering measures.
- c) The Town should assist in developing revised guidelines for hillside development which would apply to the Plan Area that will encourage flexibility and innovation on the part of both the Town of Canmore and the Developer to create projects which result in a reduced impact on the natural environment while recognizing the need to develop on sloped land and to define environmentally responsible development practices for hillside development.

### **7.3 WATER DISTRIBUTION**

#### **7.3.1 Objectives**

Provide a suitably designed water distribution system to serve the urban development requirements throughout the plan area.

Two existing watermains will provide service connections to the Plan Area. The watermain in the Parkway Extension will provide the secondary connection to Site 5 and through Site 2B. The watermain extending from the existing developed area to the west in the Three Sisters Ridge subdivision will provide the primary connection to Site 6 via Site 2B. Due to the topography of the area, the planning area lies within three water pressure zones. The Stewart Creek Golf Course clubhouse area will require a booster station for adequate water service, as it resides in the upper pressure zone, when developed further and connected to municipal infrastructure.

A water modeling study should be performed to identify when, if ever, a second reservoir may be required to service this easterly portion of the Plan Area. The reservoir, if required, will be located outside the Plan Area external to developable lands.

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**7.3.2 Policies**

- a) Major components of the water distribution system are shown conceptually on Map 7. The water distribution system for the plan area shall be designed to adequately and efficiently service the ultimate development of the area.
- b) All developments within the plan area shall be serviced through a connection to the municipal water system.
- c) The location, size and general standards of the potable water system shall conform to the Town of Canmore Engineering Design Guidelines and Construction Standards in effect at the time of construction, unless otherwise approved by the Town Engineer. In the case where alternative design standards are proposed, pursuant to Section 7.2 of the Plan, the design shall be approved by the Town Engineer.

**7.4 SANITARY SEWER**

**7.4.1 Objectives**

The Plan Area will be serviced with a gravity sanitary sewer collection system. In terms of general topography, the sanitary sewer servicing follows the storm sewer servicing catchment areas. Sanitary gravity mains will connect from the Plan Area to the existing gravity mains located within the Three Sisters East Parkway.

Site-specific lift stations may be required to service some portions of the Plan Area in cases of development in low-lying areas.

**7.4.2 Policies**

- a) Major components of the sanitary sewer system are shown conceptually on Map 8.
- b) All developments within the Plan Area shall be connected to the municipal sanitary sewer system.
- c) The sanitary sewage system for the Plan Area shall be designed to adequately and efficiently serve the ultimate development of the area.

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- d) The location, size and general standards of the sanitary sewer system shall conform to the Town of Canmore Engineering Design Guidelines and Construction Standards in effect at the time of construction, unless otherwise approved by the Town Engineer. In the case where alternative design standards are proposed, pursuant to Section 7.2 of the Plan, the design shall be approved by the Town Engineer.

## **7.5 STORMWATER MANAGEMENT**

### **7.5.1 Objectives**

Development within the Plan Area must be served by a suitably designed efficient stormwater management system. A Master Drainage Plan has been prepared for the Plan Area that provides for a network of stormwater facilities to manage storm drainage and direct it into the Bow River basin.

Stormwater infrastructure for the Plan Area will comprise of gravity mains, wet or dry ponds and emergency overland drainage courses integrated into open spaces. Oil / grit separators will also be used where stormwater cannot be treated by other means.

A portion of treated stormwater will exit the Plan Area to the north into the low-lying drainage course adjacent to the Trans-Canada Highway.

The 'dry lake' area will be assessed with respect to providing a second stormwater detention area with consideration to the Stewart Creek alignment and undermining considerations for the remaining portion of the overland drainage requirements within the Plan Area.

Design for stormwater management facilities for the planning area must satisfy the Provincial standards for stormwater quality, introduced in 1998, as well as the Town of Canmore specifications and guidelines.

### **7.5.2 Policies**

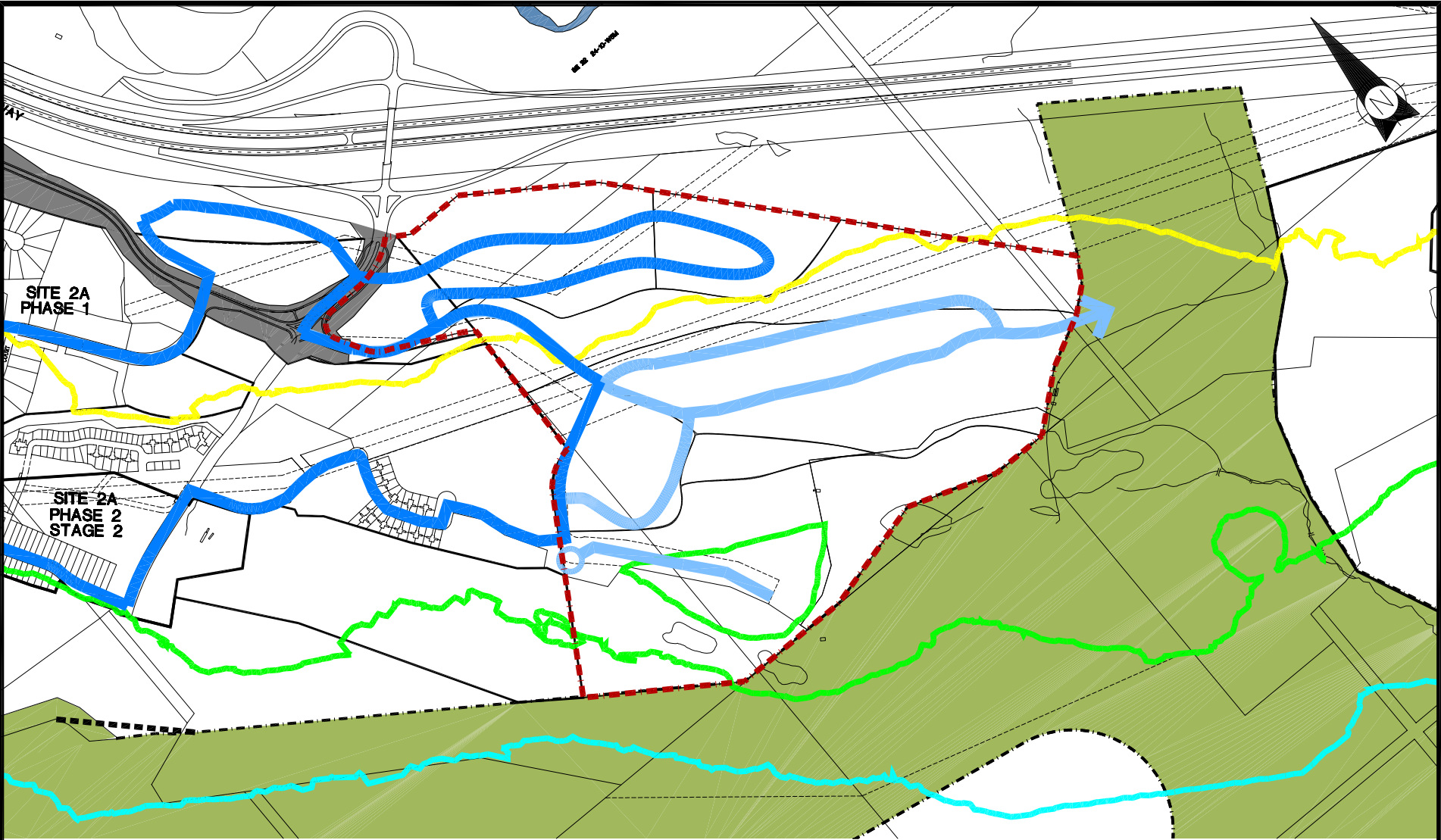
- a) Major components of the stormwater management system are shown conceptually on Map 9.
- b) The stormwater management system for the Plan Area shall be designed to adequately and efficiently serve the ultimate development of the area.
- c) As part of an application for subdivision, an applicant shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by the Town and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the Plan Area.

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- d) The stormwater management system shall introduce mitigation measures where determined appropriate to address the potential impact of water quality of existing water courses.
- e) The costs of validating, designing and constructing any storm water facilities within the Plan Area shall be shared amongst the benefiting lands and parties according to the respective benefit resulting from the facilities.
- f) The costs of designing and constructing any oversize storm water facilities within the Plan Area will be recovered and reimbursed to the party constructing the facilities, through appropriate methods, including but not limited to: off-site levies, or allocation of cost agreements or endeavors to assist as part of Subdivision Servicing or Development Agreements.



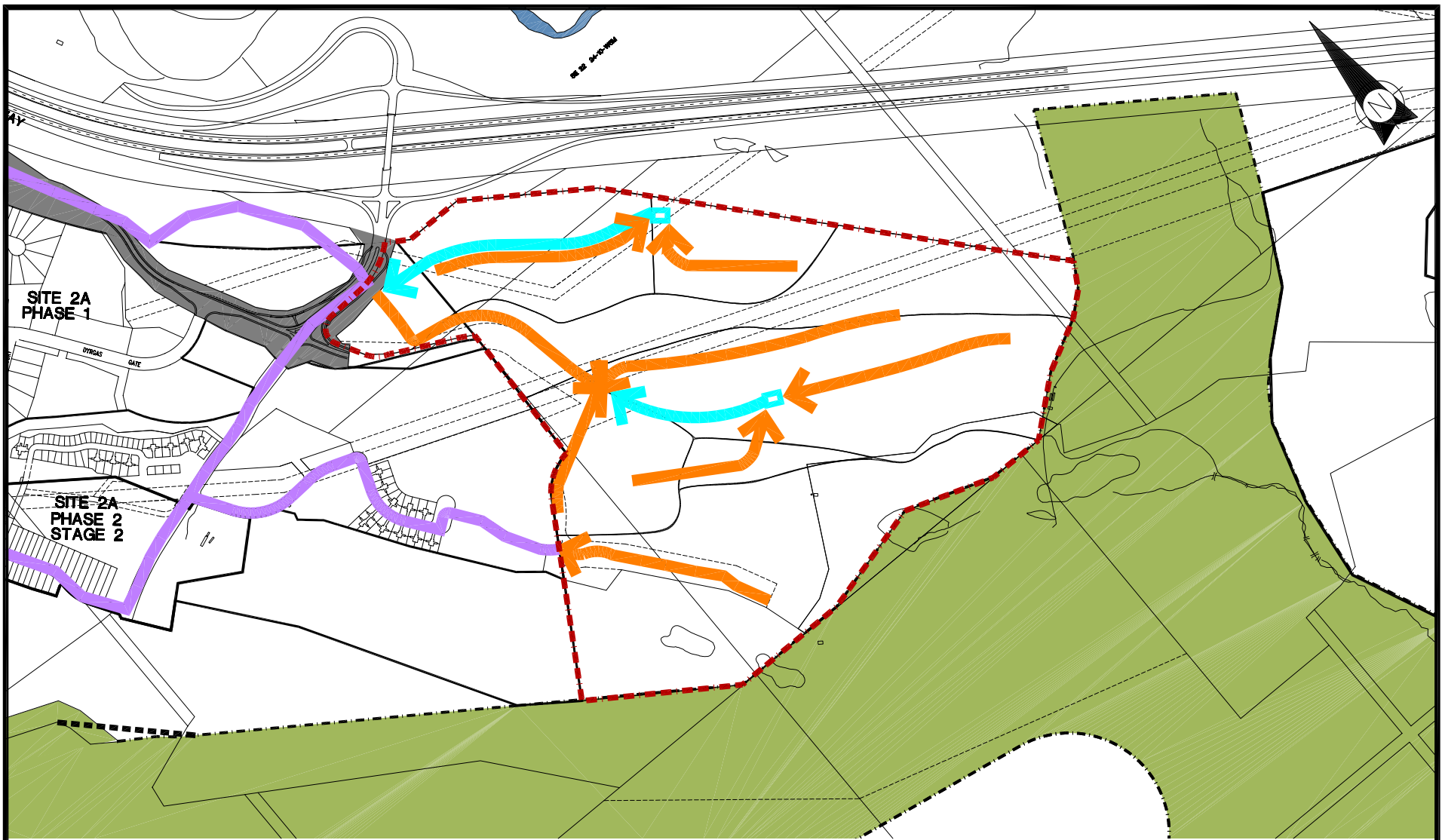




Map 7  
 Water  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- ASP Boundary
  - Existing Watermains
  - Proposed Watermains
  - Proposed Pressure Reducing Valve Chamber
  - Proposed Booster Station
  - Lower Pressure Zone
  - Middle Pressure Zone
  - Upper Pressure Zone

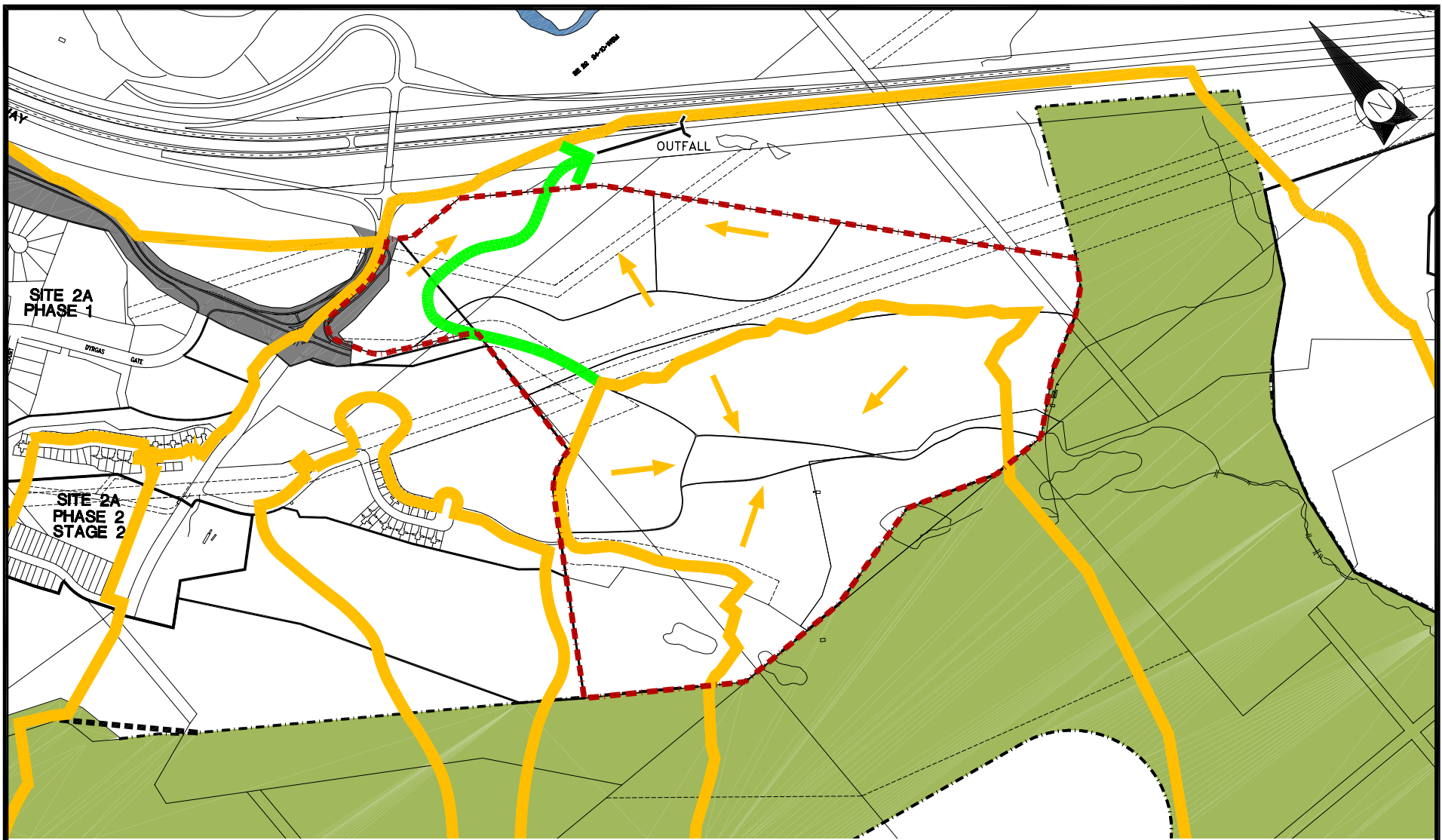








Map 8  
**Sanitary Sewer**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- - - - - ASP Boundary
  - Proposed Sanitary Lift Station
  - Proposed Sanitary Force Main
  - Ex Sanitary Gravity Main
  - Proposed Sanitary Gravity Main





Map 9  
**Storm and Overland Drainage**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
- - - - ASP Boundary
  -  Proposed Outfall
  -  Proposed Overland Drainage Course
  -  Proposed Catchment Area Boundary
  -  Drainage Direction



## **8.0 ENVIRONMENTAL POLICIES**

### **8.1 PROMOTE ENVIRONMENTAL SUSTAINABILITY**

#### **8.1.1 Objectives**

Ensure that future development of the Plan Area is consistent with previous environmental / wildlife studies and recommendations.

Protect environmentally sensitive areas.

Continue activities in research and data collection as per the requirements of the decision report of the Natural Resources Conservation Board relative to application 9103, November 1992.

Continue ongoing efforts in research and data collection to ensure that development continues to be integrated with the natural surroundings.

The emphasis on pedestrian, cyclist and transit-supportive urban design and development will promote alternate modes of transportation and as a result will help conserve resources, improve travel choices, and reinforce the recreation-based characteristics of the Plan Area.

Assess principles of sustainable development in the planning and design of the Plan Area, and implement where feasible.

An informed public, corporate and community participation, stewardship and partnerships in the acquisition, management, research and protection of appropriate natural environments should be promoted.

#### **8.1.2 Policies**

- a) Landscape preservation through appropriate siting and design of buildings, infrastructure and landscaping shall be encouraged within the Plan Area.
- b) Protection and appropriate treatment of significant natural features shall be encouraged within the Plan Area.
- c) Builders and homeowners are encouraged to design, locate and construct buildings with the objective of reducing resource consumption. Resource-saving design and building techniques should be considered in site planning, building design, and construction.

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- d) Development within the Plan Area shall be consistent with the recommendations contained in various reports and studies as they apply to ensuring the integration of development within the Plan Area and the natural environment.
- e) Where possible, representative and viable natural habitat types will be protected and maintained as an integral component of the parks and open space system. Generally, natural areas may be protected through:
  - dedication as Environmental Reserve;
  - dedication as Municipal Reserve;
  - acquisition by the Town and subsequent dedication as Municipal Reserve; and
  - placement of a Conservation Easement(s).
- f) Construction Management Plans shall be prepared as part of all new subdivision and significant development permit applications consistent with the recommendations and requirements of the current approved Wildlife / Human Interaction Prevention Plan.
- g) Builders are encouraged to design, locate, and construct buildings with the objective of reducing resource consumption. Resource-saving design and building techniques, such as optimizing solar exposure, xeriscaping, and ecological landscaping that supplements heating and cooling systems should be considered in site planning, building design, and construction.
- h) Follow best management practices in the application of erosion and sedimentation controls.

**8.2 PROTECT WILDLIFE CORRIDORS**

**8.2.1 Objectives**

Recognize wildlife corridors adjacent to the Plan Area and ensure such corridors are integrated into the wildlife travel corridors and connect to habitat patches outside the Plan Area.

Ensure that future development of the Plan Area is consistent with previous environmental / wildlife studies and recommendations.

Ensure that the design and development of the Stewart Creek Land Use Concept does not adversely conflict with or constrain the movement of wildlife adjacent to the periphery of the Plan area.





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Recognize that diversity of wildlife habitat, association of vegetation communities, frequent use by a number of wildlife species, and its role in maintaining viability of habitat beyond its boundaries are important characteristics of the Plan Area.

Protect important locally and regionally significant wildlife movement corridors for carnivores, ungulates and other species around the Plan area through the application of appropriate land use planning techniques.

Protect environmentally significant areas and features, in particular wildlife corridors, enhancing natural open spaces and features and accommodating local and regional pathway systems and linkages within and surrounding the planning area.

Minimize the impact of construction activities within or adjacent to environmentally sensitive areas, which includes wildlife corridors.

**8.2.2 Policies**

- a) The Town of Canmore shall continue to work with adjacent Municipalities and the appropriate government officials to cooperatively protect contiguous natural habitat.
- b) Development within the Plan Area shall be consistent with the intent of recommendations contained in various reports and studies as they apply to ensuring the integration of development within the planning area and the natural environment within the Plan Area.
- c) In accordance with the Canmore Municipal Development Plan
  - any development adjacent to established wildlife corridors, including increased intensity of existing uses will be evaluated for its potential impact on wildlife habitat and movement within and adjacent to the proposed development;
  - as part of the development permit application and review process the Development Authority will circulate applications as appropriate to relevant committees and agencies such as Community Services, Environmental Advisory Review Committee and Alberta Sustainable Resource Development for information and comments.
- d) The appropriate conservation easement(s) required in association with the Stewart Wildlife Corridor shall be registered prior to registration of the final subdivision phase within the Plan Area.

**THREE SISTERS MOUNTAIN VILLAGE  
STEWART CREEK AREA STRUCTURE PLAN  
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- e) The requirements and responsibilities for long term management of the integrated along-valley and cross-valley wildlife corridors adjacent to the plan area shall be governed by the relevant provisions and definitions of the Wildlife Act, or other relevant regulatory documents, and relevant regulations, terms and conditions of applicable Conservation Easement Agreement(s) and an approved Wildlife / Human Interaction Prevention Plan. TSMV shall administer its obligations as outlined by the approved WHIPP plan, for the time period as required by the Province.





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**8.3 MANAGE SLOPES**

**8.3.1 Objectives**

Protect escarpments which are environmentally sensitive or may be subject to instability and to ensure that development proceeds in a safe manner with due concern for issues related to slope stability.

Ensure consistency between the policies of this Plan and the policies contained in the Town of Canmore Municipal Development Plan with respect to escarpments and steep slopes.

Facilitate consideration of the application of slope-adaptive building techniques to optimize development while ensuring that development proceeds in a safe manner with due concern for issues related to slope stability, and consideration of the natural land form in site planning and building design.

**8.3.2 Policies**

- a) In accordance with the Town of Canmore Land Use Bylaw 09-99 the following shall apply:
  - Alteration of existing natural contours shall occur only in accordance with a comprehensive grading plan acceptable to the appropriate Authority, which shall take into account drainage and erosion impacts.
- b) For residential and commercial land uses the primary criterion for building setbacks from the top or bottom of a slope shall be a slope stability report, acceptable to the Town Engineer, and shall be submitted by a qualified professional geotechnical engineer, confirming the adequacy of all foundations.
- c) Prior to subdivision or development on or adjacent to steep slopes, suitable geotechnical analyses shall be provided to the Town to determine that the proposed development can be safely constructed.
- d) Continuity of water flow, whether permanent or intermittent, shall be maintained. Archaeological sites, springs and types of rare plant species should be avoided.
- e) Slope adaptive development is encouraged, where appropriate, subject to review of items related to slope stability, visual impact and vegetation by the Town of Canmore. The use of alternative development standards and designs should be considered where appropriate. Criteria and guidelines for slope-adaptive building techniques shall be determined between the Town and the Developer, and will be reviewed for site-specific applicability at the subdivision application stage.

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- f) The exact boundary locations of future environmental reserves shall be established at the time of subdivision application based on the applicable provisions of the Municipal Government Act and applicable policies of the Town of Canmore Municipal Development Plan.

**8.4 MANAGE DEVELOPMENT IN UNDERMINED AREAS**

**8.4.1 Objectives**

Portions of the plan area are undermined from previous coal mining operations. Any area that is proposed for development that is affected by undermining will be mitigated in accordance with Town of Canmore Policies and Provincial Regulations.

Provincial orders in council Regulation #OC 260/97, OC 265/97 and OC 266/97 provide for development on undermined lands within the Three Sisters Mountain Village area. The province of Alberta will ensure all liability issues associated within development in these areas will not accrue to the Town of Canmore.

Ensure that proposed subdivision or development on or in close proximity to undermined areas are evaluated pursuant to the Undermining Policies contained in the Town of Canmore Municipal Development Plan.

**8.4.2 Policies**

- a) Proposed subdivision or development on undermined areas shall be in accordance with the Canmore Undermining Review Regulation, Alberta Regulation 114/97 of the Municipal Government Act.
- b) Proposed subdivision or development on or in close proximity to undermined areas shall be subject to evaluation and reporting evaluated pursuant to the Undermining Policies contained in the Town of Canmore Municipal Development Plan.

**8.5 PROMOTE WILDFIRE MANAGEMENT**

**8.5.1 Objectives**

Promote wildfire risk management through application of appropriate techniques and education for all new development within the Plan Area.

Promote ongoing recognition and active application of fire protection techniques for wildfire management in the construction and operation of the resort centre.

Ensure consistency between this Plan and Policies contained in the Town of Canmore Municipal Development Plan with respect to wildfire management.



**8.5.2 Policies**

- a) New subdivision and significant development applications deemed to be located in the wildland / urban interface shall submit a Wildfire Risk Assessment Plan in accordance with the requirements of the Town of Canmore Municipal Development Plan.

## **9.0 IMPLEMENTATION POLICIES**

### **9.1 AMENDMENTS TO THE TOWN OF CANMORE LAND USE BYLAW**

#### **9.1.1 Objectives**

To implement the provisions of this Plan through appropriate Land Use Bylaw amendments. In order to achieve the goals and objectives of this Plan, amendments to the Town of Canmore Land Use Bylaw will be required to ensure conformity between land use areas within the Plan area and land use districts pursuant to the Town of Canmore Land Use Bylaw.

To utilize existing standard land use districts contained in the Town of Canmore Land Use Bylaw where appropriate.

Recognize the need to create a specialized land use district or districts within the Plan Area, where required, to permit the provisions of the Plan to be implemented.

#### **9.1.2 Policies**

- a) The Land Use Concept described in this Area Structure Plan and associated development performance standards shall be effected by amendment to the Town of Canmore Land Use Bylaw (09-99) through the redesignation of the lands contained within the planning area presently designated 1-98 (DC) to appropriate land use districts, as required.
- b) Remaining Gross Developable Area, Gross Floor Area and dwelling / accommodation units within the Plan Area and remaining DC Sites pursuant to Bylaw 1-98(DC) are referenced in Table 2 in Part 2 of this Area Structure Plan.
- c) Tracking of development of Gross Developable Area, Gross Floor Area and dwelling / accommodation units in the Plan area in relation to allocations over the entire TSMV property, shown in Table 2 in Part 2 of this Plan, shall occur on an annual basis.
- d) Amendments to Bylaw 1-98(DC) shall be required corresponding to any reallocation of Gross Developable Area, Gross Floor Area and dwelling / accommodation units pursuant to Policy 5.2 (c) and (d). Such amendments shall be completed prior to approval of a Terms of Reference for the first area structure plan for DC Sites 7, 8 and 9. In any case, the maximum number of Gross Developable Area, Gross Floor Area and dwelling / accommodation units shall be consistent with Bylaw 1-98(DC) for the overall project area.

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- e) As subdivision proceeds, further amendments to the Town of Canmore Land Use Bylaw may be required from time to time within a given subdivision area in order to maintain conformity between the policies of this Plan and the Town of Canmore Land Use Bylaw.
- f) New specialized land use districts shall be required for Stages 2 through 8 as shown on Map 10 as determined to the mutual satisfaction of the developer and the Town of Canmore prior to development permits being issued if existing land use zoning cannot reasonably accommodate the development planned.

**9.2 STAGING OF GROWTH**

**9.2.1 Objectives**

Ensure development within the Plan Area occurs in a staged manner, which respects the logical extension of utilities and roadways.

Provide a framework for the continued development of supportive community residential uses in proximity to the future school site west of the Plan Area.

Acknowledge market forces and their impact on the form and timing of development within the Plan Area.

Provide for the development of employee housing commensurate with resort accommodation in appropriate locations.

Balance the provision of residential and commercial development through appropriate staging of development.

**9.2.2 Policies**

- a) Development within the Plan Area shall proceed generally as shown conceptually on Map 10. Development staging shall occur in a sequence that reflects the availability of required utility infrastructure and access roadways, subject to prevailing market conditions, or to accommodate intercept parking or employee housing needs generated by development in the Resort Center ASP.
- b) The initial stage of development within the Plan area shall be based on market requirements and the logical extension of utilities and roadway access.
- c) Phasing of development shall proceed in consultation between the Town of Canmore and the developer.

**THREE SISTERS MOUNTAIN VILLAGE  
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- d) Utilities, roads and trails shall be staged so that all new development within the Plan Area is serviced by the required utility systems and transportation networks.
- e) Employee housing units shall be provided pursuant to the applicable policies of this Plan and the Resort Centre Area Structure Plan through the construction or securing of units in conjunction with construction of resort accommodation at the Development Permit application stage.
- f) The land capacity to provide required anticipated employee housing within the Plan Area shall be evaluated for all subdivision applications following the third subdivision application within the Plan Area.

**9.3 PLANNING EVALUATION**

**9.3.1 Objectives**

To implement the provisions of this Plan through application of the Town's existing permitting and approvals processes.

Ensure the submission of required supporting information by an applicant in order to assist Council, the subdivision authority or the development authority in evaluating a proposal in terms of its conformity with this Plan. While the implementation of the plan will be achieved through many different planning initiatives (subdivision, development, road closures, development agreements, etc.), the principle means of implementation will occur through the subdivision / land use redesignation process. As such, special studies and concept plans may be requested at the subdivision application stage and may result in unique subdivision conditions or land use controls being applied to a site.

**9.3.2 Policies**

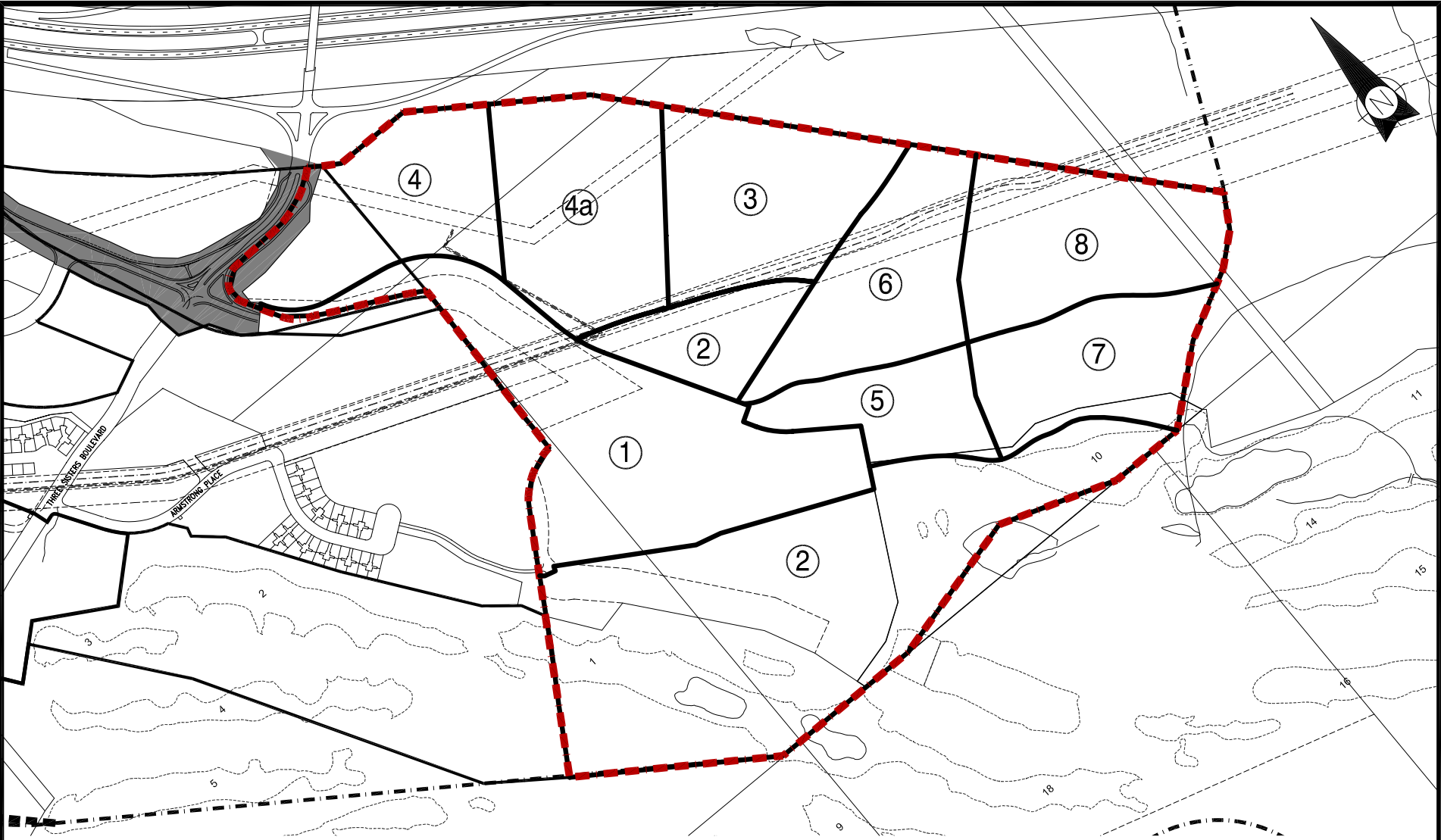
- a) The timing, direction and extent of development within the Plan Area shall be determined primarily through the subdivision and land use redesignation application processes, which will establish the design and land use pattern for development cells.
- b) The normal Town of Canmore process of subdivision application and approval processes shall be required for further subdivision of lands and the creation of any new land titles within the Plan Area.
- c) The normal Town of Canmore process of development permit application and approvals processes will be required prior to the commencement of any development within the Plan Area.

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- d) Locate buildings to consider visual impact when viewed from the floor of the Bow Valley, particularly from the Trans-Canada Highway.
- e) Architectural treatment in the Commercial / Mixed-Use Area and Residential Areas shall be consistent with Architectural Guidelines which will be established and enforced by the Developer.
- f) Visual impact analyses shall be required as part of approvals for larger or potentially visible developments located within the Plan Area.
- g) Potential noise impact sources should be reviewed at the subdivision application stage or major development permit application stage between the Town and the applicant.







Map 10  
**Staging**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend
-  ASP Boundary
  -  Conceptual Phase Boundary
  -  Conceptual Phase Numbers

NOTE: Final phase areas and phasing sequence are subject to servicing factors and market conditions.



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**9.4 EXTRA-JURISDICTIONAL REQUIREMENTS**

**9.4.1 Objectives**

To recognize the requirements of other jurisdictions in addition to the Town of Canmore in the approvals process for subdivision and development within the Plan Area.

**9.4.2 Policies**

- a) An application for subdivision within the Plan Area shall be evaluated by Alberta Sustainable Resource Development, per the requirements of the current approved Wildlife / Human Interaction Prevention Plan.
- b) Issues of interest to Alberta Environment, Alberta Sustainable Resource Development, Alberta Forestry, Land and Wildlife and the Department of Fisheries and Oceans, including, but not limited to biophysical impacts, wildlife corridor crossings, drainage schemes and water diversion, golf course chemical uses, interconnection of roadways and pathways, protection of riverbanks and fish stocks, and land use compatibility across jurisdictional boundaries, the Bow Valley Wildland Provincial Park, shall require a process of consultation with the affected agency. Any subdivision, land use redesignation or development permit application on lands affected by the noted issues of interest shall be circulated to the appropriate Department for evaluation and comments.
- c) Any environmental damage, which occurs during development, shall be rehabilitated by the developer / builder in all areas to be retained in a natural state.
- d) Major subdivision and development permit applications shall be circulated to Alberta Community Development for comment if such an application encompasses a site identified for further study in the existing October, 1991 Historical Resources Impact Assessment.

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## PART II – SUPPORTING INFORMATION

***Part II of this Plan is non-statutory and does not form part of the bylaw adopting this Plan. The Supporting Information may be updated from time to time to ensure that it remains current and accurate.***

Supporting Information to the Plan contained in this Part consists of the following:

I. SITE ANALYSIS

- Map 11 - Ownership Plan
- Map 12 - Aerial Photo
- Map 13 - Vegetation Cover and Wildlife Corridor
- Map 14 - Undermining
- Map 15 - Slope Analysis
- Map 16 - Road Closure

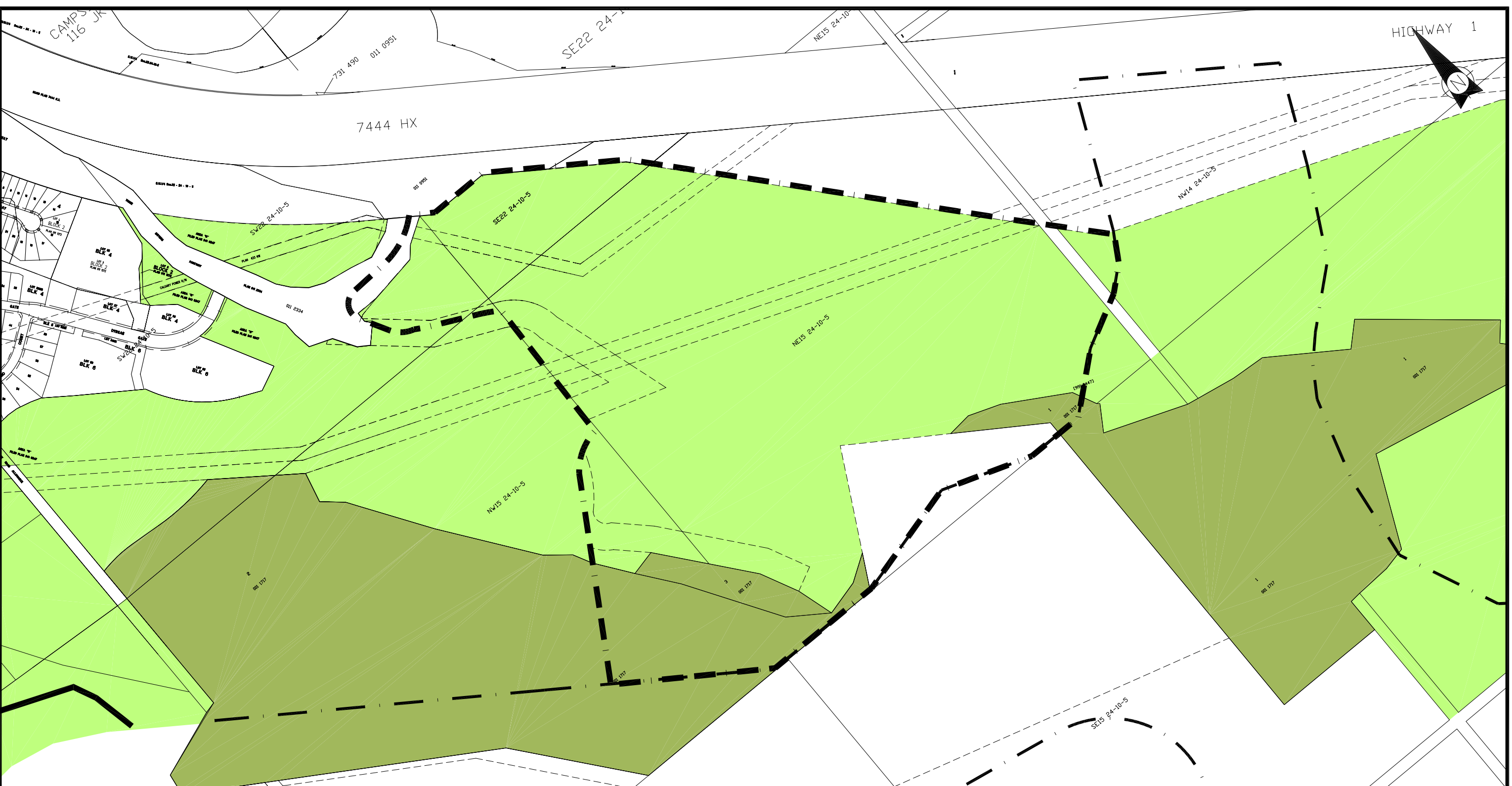
II. PERPETUALLY AFFORDABLE AND EMPLOYEE HOUSING GUIDELINES

III. RESORT CENTRE DESIGN PRINCIPLES

IV. THREE SISTERS DEVELOPMENT ALLOCATIONS




## I. SITE ANALYSIS



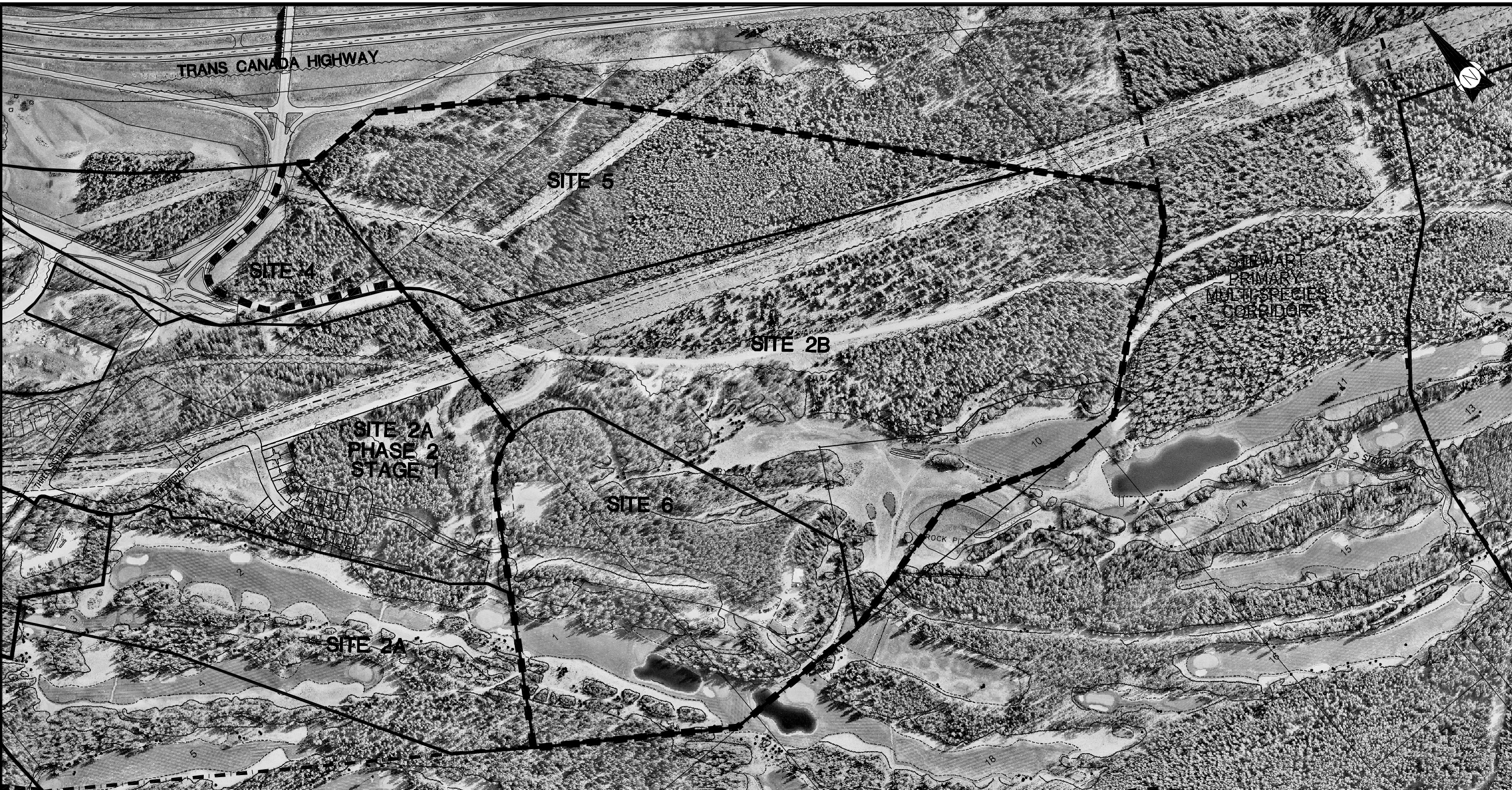


Map 11  
**Ownership Plan**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

Legend

OWNER	
LAND OWNED BY THREE SISTERS RESORTS INC.	
LAND OWNED BY STEWART CREEK GOLF CORP.	
ASP BOUNDARY	





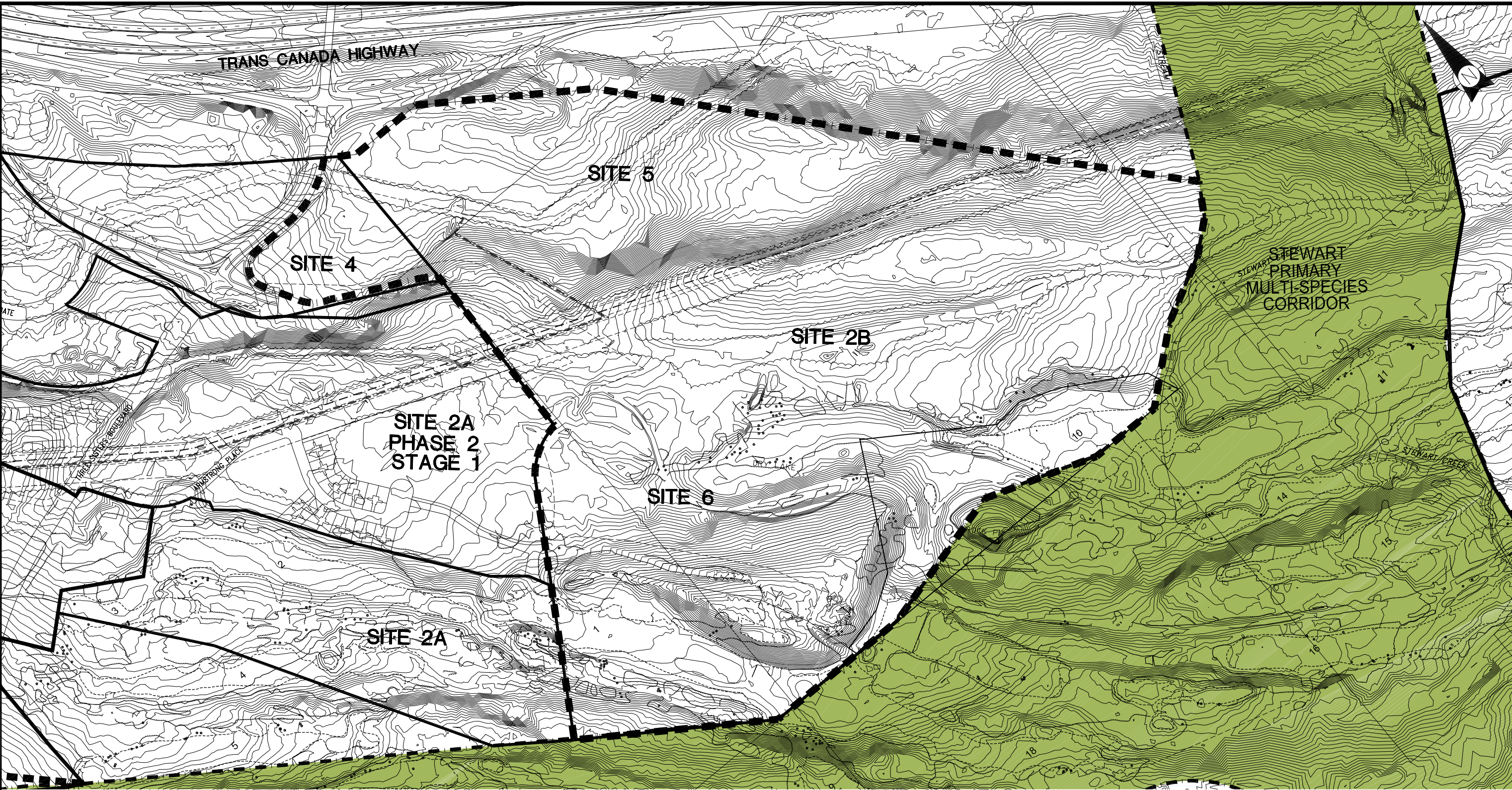
Map 12  
 Aerial Photo  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

Legend  
 — ASP Boundary  
 ~ Areas of Existing Vegetation Clearance



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Map 13  
 Vegetation Cover and Wildlife Corridor  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

Legend  
 - - - - - ASP Boundary  
 Areas of Existing Vegetation Clearance





TRANS CANADA HIGHWAY

SITE 5

SITE 4

STEWART  
PRIMARY  
MULTI-SPECIES  
CORRIDOR

SITE 2B

SITE 2A  
PHASE 2  
STAGE 1

SITE 6

SITE 2A




DRY LAKE

ROCK PIT

STEWART CREEK

Map 14  
Undermining  
Three Sisters Mountain Village  
Stewart Creek  
Area Structure Plan

Legend - Undermining Development Zoning

-  The results of further investigations are not likely to affect the suitability of the land.
-  It is possible that any development planned here may be affected by the out come of the investigations.
-  Sinkhole Prone

Legend

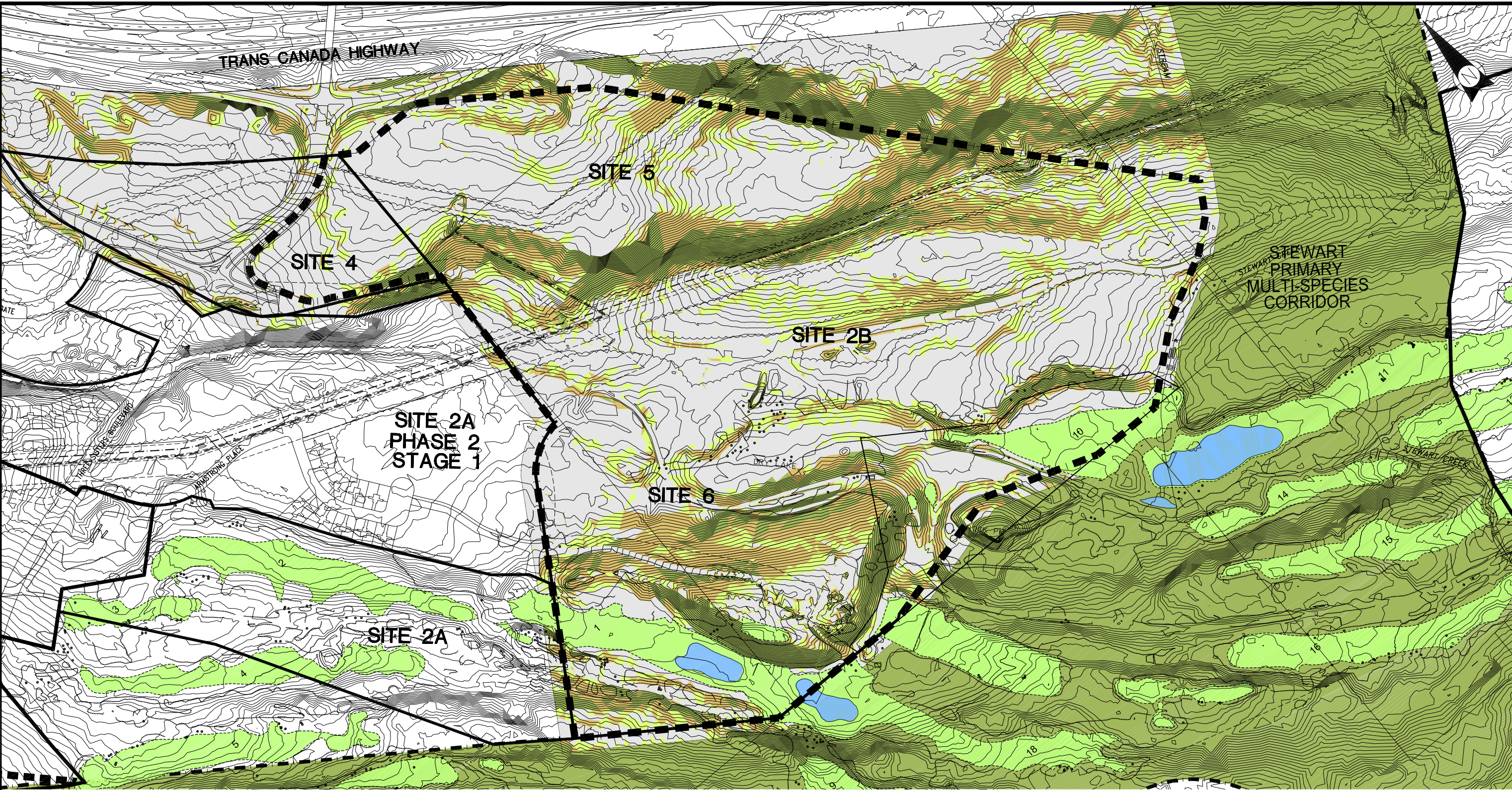
-  ASP Boundary



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Source: Undermining Provided by Golder & Associates Ltd., March 2004



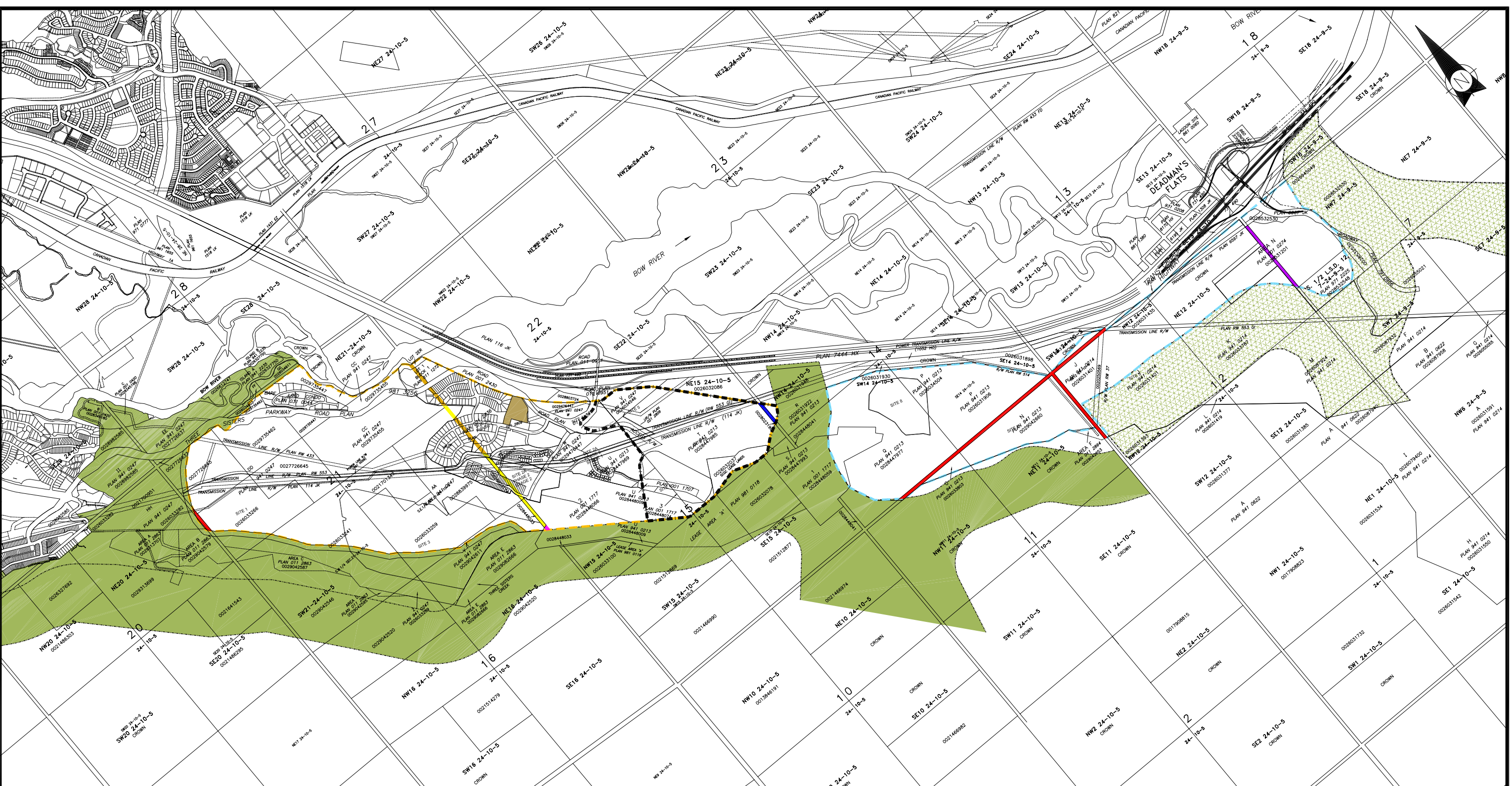


Map 15  
**Slope Analysis**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan

- Legend**
- ■ ■ ■ ■ ASP Boundary
  - 1m Contour Intervals
- Slope Analysis**
- Light Green Slope 0% - 15%
  - Yellow-Green Slope 15% - 22%
  - Orange Slope 22% - 35%
  - Dark Green Slope >35%







Map 16  
**Road Closure**  
 Three Sisters Mountain Village  
 Stewart Creek  
 Area Structure Plan



Area A — 351.94ha± (869.6ac±)		Area B — 199.26ha± (492.4ac±)	
Closed Road Allowance		Closed Road Allowance	
1.50ha± (3.7ac±)		1.05ha± (2.6ac±)	
0.06ha± (0.1ac±)			
0.33ha± (0.8ac±)			
1.25ha± (3.1ac±)			
Allowance to be Closed		Allowance to be Closed	
0.33ha± (0.8ac±)		4.67ha± (11.6ac±)	
Sub Total	3.47ha± (8.6ac±)	Sub Total	5.72ha± (14.2ac±)
Community Lands Provided		Community Lands Provided	
2.12ha± (5.2ac±)		0ha± (0ac±)	
Balance	1.35ha± (3.4ac±)	Balance	5.72ha± (14.2ac±)

- Legend
- ASP Boundary
  - DC Site Boundary (Bylaw 1-98(DC))
  - Wildlands Conservation District
  - Open Government Road Allowance (5.00ha± (12.4ac±))  
Owned by Her Majesty the Queen
  - Closed Government Road Allowance (1.50ha± (3.7ac±))  
Owned by TSMV LTD.

- Closed Government Road Allowance (0.06ha± (0.1ac±))  
Owned by Stewart Creek Golf Corp.
- Closed Government Road Allowance (0.33ha± (0.8ac±))  
Owned by Town of Canmore
- Closed Government Road Allowance (1.05ha± (2.6ac±))  
Owned by Three Sisters Resort Inc.
- Closed Government Road Allowance (1.25ha± (3.1ac±))
- Community Lands in Site 2A Phase 1 (2.12ha± (5.2ac±))

## II. PERPETUALLY AFFORDABLE AND EMPLOYEE HOUSING GUIDELINES

**TABLE 1  
 PERPETUALLY AFFORDABLE AND EMPLOYEE HOUSING GUIDELINES**

1. This table is to be used as a **guideline only**, by providing examples of the ratio of potential future perpetually affordable ("PAH") / employee housing units attributable to the Three Sisters Mountain Village area.
2. This table will require updating from time to time to reflect current conditions.
3. In the case where the Town of Canmore adopts Town-wide policies regarding employee housing and / or perpetually affordable housing policies applicable to all new commercial developments throughout the Town, Table 1 shall be deleted.

**A. BASE UNIT CALCULATION**

• Total number of dwelling units at municipal build out (approx.)	10,000
• Current dwelling unit inventory (approx.)	5,000
• New dwelling units to be constructed (approx.)	5,000
• Perpetually affordable dwelling / employee housing units needed (approx.)	4,000
• Remaining TSMV dwelling units to be constructed (approx.)	2,500

**B. TOWN-WIDE ALLOCATION CALCULATION**

Perpetually affordable dwelling / employee housing units needed (approx.)	4,000
Total number of dwelling units at municipal build out (approx.)	<u>10,000</u>
<b>Current ratio of perpetually affordable to total dwellings</b>	<b>0.4</b>

Current dwelling unit inventory (approx.)	5,000
Total number of dwelling units at municipal build out (approx.)	<u>10,000</u>
<b>Current ratio of units built to those to be built</b>	<b>0.5</b>

<b>Town-wide developer responsibility =</b>	
perpetually affordable housing units needed (approx.), multiplied by	4,000
<b>Current ratio of perpetually affordable to total dwellings</b>	<b>0.4</b>
<b>Current ratio of built to those to be built</b>	<b>0.5</b>
<b>Total approximate Town-wide developer responsibility =</b>	<b>800</b>

**C. TSMV ALLOCATION CALCULATION**

Remaining TSMV dwelling units to be constructed (approx.)	2,500
New Town-wide dwelling units to be constructed	<u>5,000</u>
<b>TSMV units available as a ratio of all available new dwelling units</b>	<b>0.5</b>

<b>Town-wide Developer allocation (from B, above)</b>	<b>800</b>
TSMV allocation ratio	0.5
<b>Total TSMV Allocation (approx.)</b>	<b>400</b>



**THREE SISTERS MOUNTAIN VILLAGE  
STEWART CREEK AREA STRUCTURE PLAN  
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**D. STEWART CREEK PERPETUALLY AFFORDABLE HOUSING / EMPLOYEE  
HOUSING ALLOCATION**

Dwelling units in Plan Area =	DU <sub>x</sub>
Remaining TSMV dwelling units to be constructed	<u>2,500</u>
Ratio of Plan Area units to all TSMV units =	Y = X / 2500
Perpetually Affordable Units in Stewart Creek should be:	
TSMV Allocation	400
Ratio of Plan Area units to all TSMV Allocated units	Y
<b>Perpetually Affordable / Employee Units in Plan Area =</b>	<b>Y x 400</b>



### III. STEWART CREEK DESIGN PRINCIPLES

THREE SISTERS MOUNTAIN VILLAGE

# STEWART CREEK

## DESIGN PRINCIPLES



S E P T E M B E R 2 1 , 2 0 0 4



## INTRODUCTION

Stewart Creek is a mixed-use development located at the highway access to the Three Sisters Mountain Village. The proposed land use concept envisions commercial, residential, recreational and community uses complimentary to downtown Canmore. It is anticipated that this development will grow incrementally over a period of several years.

### **Design Principles**

The built form, the man-made landscape elements and the key functional components of the proposed development will be designed adhering to the principles described in the Design Principles. The purpose of the Principles is to support and illustrate the intentions of the Area Structure Plan.

## GENERAL PRINCIPLES

### **Sustainable Development**

Stewart Creek will be developed adopting the principles of sustainable living. All development within the Plan Area will strive to utilize the natural land configuration to its advantage and to minimize alterations of the topography. The solar orientation, wind sheltering, four season usability of amenities, symbiotic relation with the downtown functions, energy efficiency and limitation of motor vehicle use will be among the key factors guiding the further design process.

### **Built Form**

Architectural Design Principles will be developed individually for Cells A, B, C and E to ensure a diverse built form united by a common overall theme.

The buildings should be sensitively scaled, respecting the immediate natural surroundings, while taking advantage of the sites' configurations and view vistas. The building heights should respect the natural landscape and will likely be between 2-½ and 4-½ storeys for most structures.

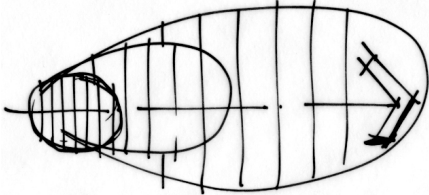
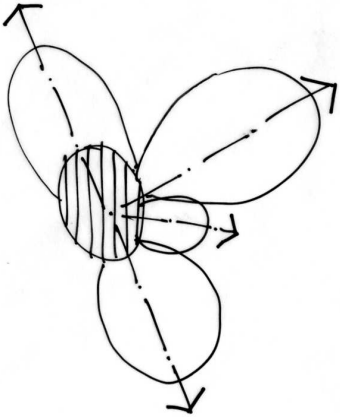
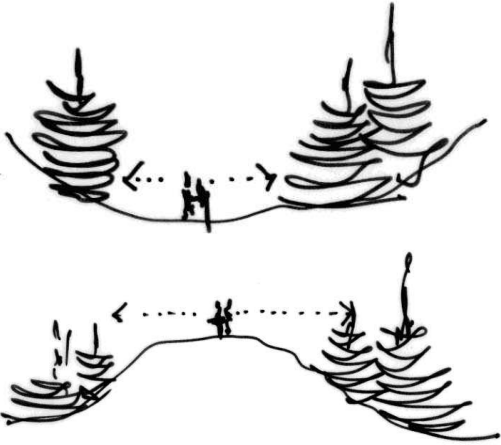
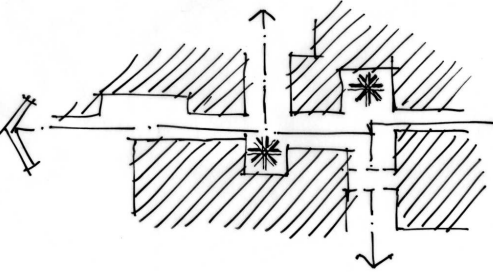
### **Alternative Transportation Modes**

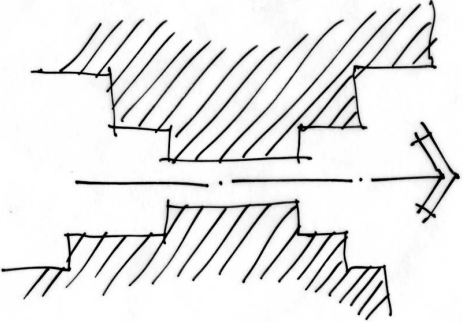
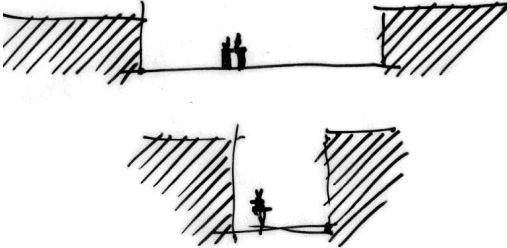

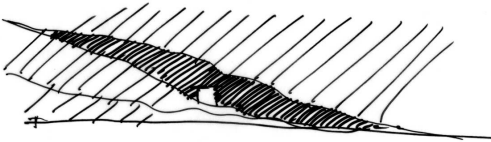

Non-vehicular transportation modes will be encouraged throughout Stewart Creek. Pedestrian and bicycle paths should form in integral part of the development. The internal trails will be connected to recreational and commuter Regional trail systems. The planning of Stewart Creek will take into consideration possible future Transit System Nodes.

### **Views**

The key attraction for residents and visitors is the views of the mountains, thus setting and framing the best vistas will be of concern, informing all Stewart Creek planning and architectural design. Throughout the development, the key view sheds will be respected in all planning decisions.

**General Design Principles**

	<p><b>Origins &amp; Growth</b></p> <p>Natural, organic growth of a community starts from a single location and expands over time. The point of origin gives the development its initial momentum and triggers further growth.</p>
	<p><b>Nucleus/Evolution/Complexity</b></p> <p>Once a nucleus of a future community begins to take shape, expansion is naturally provoked. Organic, evolutionary growth, responding to the terrain and market conditions, progresses in many directions at varying speeds. The complexity of the development increases, leading towards a rich, intricate urban structure. The original nucleus becomes the core of the community and defines its focus and character.</p>
	<p><b>Legibility/Orientation/Edges</b></p> <p>The legibility of the overall plan is essential for orientation and way finding within the development. The plan becomes legible when the logic of its overall layout is clear to the user. The arrangement of various districts is best understood from locations that make their edges clearly visible. Creating orientation points, from which the edges of various distinct areas are clearly visible, allows the logic of the overall plan to be revealed and understood.</p>
	<p><b>Nodes/Procession</b></p> <p>The urban form is discovered and understood through mobility consisting of linear procession from one node to another. At these points, paths of possible movement connect or cross and a further direction of travel is decided. Each route and each node should be easy to recognize and remember thus helping the user form a “mental map” of the area</p>

	<p><b>Release/Compression</b></p> <p>The built form and the natural conditions framing the movement paths become more memorable and engaging if they are eventful. A sudden change of contrasting forms dramatically enhances user's experience: compressing the area of movement by narrowing the path of travel strengthens the sense of release when the flanking elements disappear and the space suddenly opens up.</p>
	<p><b>Enclosure/Space</b></p> <p>The experience of movement through an area is intensified if the type of surroundings is varied. The path of travel should be woven with alternating exposure to enclosed areas with limited visibility and wide-open spaces offering panoramic views.</p>
	<p><b>Vista</b></p> <p>The mountain peaks, massifs and valleys form imposing views that should be captured by the plan and offered to the user. These vistas create memorable impressions and become symbolic of the entire development area.</p>
	<p><b>Landmark</b></p> <p>Visible, recognizable and memorable forms, whether natural or manmade, become landmarks use for orientation in space. They not only enrich user's experience of space, but also are indispensable for the complete "mental map" of a community.</p>
	<p><b>Containment</b></p> <p>For a community or a district to be identifiable it needs to be contained within recognizable limits. Topographic features should be used as natural edges defining specific areas and controlling growth.</p>

## LAND USE CONCEPT

### Cell A

#### **Purpose/Intent**

Cell A is at the crossroads and main entry to the Three Sisters lands. It has high exposure to vehicular traffic, and high visibility for commercial development in this Cell. This area is intended for a phased development of a mixed-use commercial complex including retail, office commercial, residential, and some community recreational uses.

#### **Built Form**

A higher density urban form, with commerce lined streets and public plazas should be encouraged. Upper floors of the buildings could be developed as residential and/or office uses. Buildings should incorporate design features enhancing four-season usage. Clearly defined public pedestrian nodes should be designed to accommodate future transit system stops, and to help define the urban form. Non-vehicular linkages to other areas of Three Sisters Mountain Village, integrated with local and regional trail systems, should be strongly encouraged.

A combination of convenient surface parking and structured parking should be encouraged to achieve higher development densities envisioned for this Cell.

### Cell B

#### **Purpose/Intent**

This high plateau above Cell A is intended for residential use. Access to this site will be primarily through Site A, given steep hillsides surrounding this Cell. The site offers some impressive mountain views, and has significant forest cover around its perimeter. The views and sunlight penetration should be taken into consideration in the planning of this Cell.

#### **Built Form**

Medium to high density residential blocks should be encouraged within this Cell. In order to achieve the highest and best use of these residential properties, structured parking will likely be required. Strong landscape features of the public open space areas should be encouraged. This area should be well connected to the remainder of Stewart Creek by multiple bicycle and pedestrian trails in addition to a vehicular link. Large surface parking areas should be discouraged where possible.

### Cell C

#### **Purpose/Intent**

This area offers relative seclusion from Cells A and B. It enjoys separation from the Trans Canada Highway, pleasant southern exposure and dramatic views of the mountains and the Stewart Creek Golf Course. It provides excellent connections to the commercial development of Cell A and easy access to the nearby school site and recreation areas. This Cell should be developed with a broad range of residential building types and density, and should accommodate residents of varied socio-economic profiles.

#### **Built Form**

The building types in this area are expected to range from single-family estate homes to larger, high-density apartment style building blocks. Much of this area is suitable for townhouse and stacked townhome developments, utilizing slope adaptive development

techniques. A small central public node – the Stewart Creek Centre, is envisioned to include local commercial and/or some community uses, and is designed to allow for a future transit stop.

A primary vehicular artery connecting to future developments (Sites 7, 8, 9) will likely bisect this site. This road shall be designed to accommodate the required traffic loads, however, the service standard may be lower than typically applied, to ensure that the road serves the local community as well as outlying areas in a pedestrian friendly manner. Safe pedestrian crossings will be provided along the extent of the Parkway. Large surface parking areas should be discouraged, but on street parking should be permitted.

## **Cell D**

### **Purpose/Intent**

This isolated Cell sits atop of a hill offering panoramic views of the Stewart Creek Golf Course. Its principle usage is for the development of a private golf course clubhouse and guest cabins.

Parking requirements for golf course members and golf club functions may be significant.

### **Built Form**

A permanent clubhouse is envisioned to replace the temporary clubhouse facilities currently occupying the promontory overlooking the Stewart Creek Golf Course. The permanent Stewart Creek Golf Clubhouse will provide for general golfing services of the members. In addition, guest accommodation characterized by small golf cabins will be located throughout this site. Small cottage-like golf cabins should be sensitively integrated into the existing landscape using slope adaptive design. The cabins should have spatial separation and be sensitively scaled and placed to respect the existing environment.

Golf Course parking may be provided in a structured and non-structured form. Parking areas should be screened from view by trees, berms and/or improved landscape features.

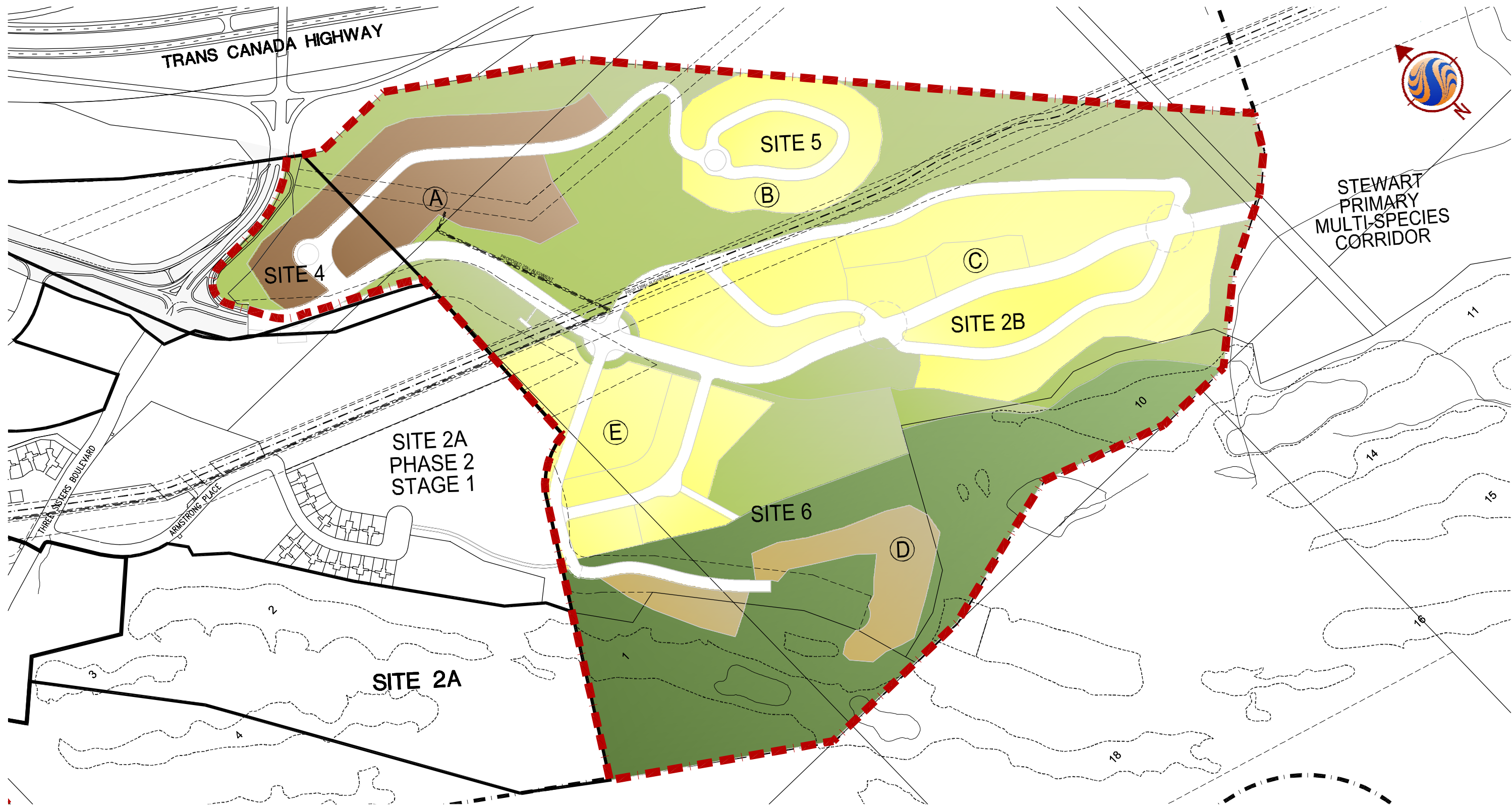
## **Cell E**

### **Purpose/Intent**

Cell E is intended for a diverse residential development, taking advantage of its proximity to the school site, recreation areas, Stewart Creek Centre in Cell C and pedestrian linkages to Cell A. Planning in this Cell must take into consideration existing undermining constraints. This entire site is partially undermined but suitable for development with some mining mitigation techniques.

### **Built Form**

The building type will be determined largely by the undermining constraints. A range of structure types, from small cluster homes to larger single-family, townhouses and stacked townhouses, and possibly apartments, are desirable. Strong pedestrian and bike connections to the school site, commercial and recreational areas, as well as to the Stewart Creek Centre node in Cell C shall be provided.



NTS



**Stantec**

**Legend**

- ASP Boundary
- Commercial / Mixed Use Area
- Resort Accommodation Area
- Residential Area
- Golf Course, Recreation Area and Accommodation
- Open Space Area

NOTE: Development may not occur as shown in this Example Land Use Concept. Subject to review with respect to market, physical constraints, servicing, resort concepts, slopes, wildlife considerations, timing, etc., and is subject to change at the sole discretion of the developer in accordance with the policies of the Resort Centre ASP.

Client/Project  
 THREE SISTERS MOUNTAIN VILLAGE LTD.  
 THREE SISTERS MOUNTAIN VILLAGE  
 STEWART CREEK PHASE 1

Title  
**Example Land Use Concept**

September 2004  
 116521106



## IV. THREE SISTERS DEVELOPMENT ALLOCATIONS



**TABLE 2**  
**SCHEDULE OF DEVELOPMENT ALLOCATIONS AND COMPARISON TO CURRENT PROPOSALS**  
**PURSUANT TO BYLAW 1-98 (DC)**

**A. Bylaw 1-98(DC) Base Development Allocations**

DC Site	GDA (ha.)	Dwelling Units	Timeshare Units	Visitor Accommodation Units	Commercial (Ha.)	Commercial (Sq. m.)	Notes
Site 1	39.82		600	1500		13935	non-ancillary commercial area
					4.85	12125	business park (4.85 ha @ 0.25 FAR assumed)
Site 1A	7.88	not specified					
Site 2A	47.3	not specified					
Site 2B	10.5	not specified					
Site 3	41.3	not specified					
Site 4	4.5					11250	(4.5 ha @ 0.25 FAR assumed)
Site 5	9.7					24250	(9.7 ha @ 0.25 FAR assumed)
Site 6	5.7	not specified					
Site 7	88.2	not specified					
Site 8	11.3					21831	
Site 9	39.7	not specified			2.83	7075	highway commercial (2.83 ha @ 0.25 FAR assumed)
<b>Sum, 1-98(DC)</b>	<b>305.9</b>	<b>0</b>	<b>600</b>	<b>1500</b>	<b>7.68</b>	<b>90466</b>	
<b>TOTAL, 1-98(DC)</b>	<b>305.9</b>	<b>2847</b>	<b>600</b>	<b>1500</b>		<b>90466</b>	

**B. Development to Date (Units or Area)**

B.1 - Approved Subdivisions/ Development / Building Permits							
Development Area	GDA (ha.)	Dwelling Units	Timeshare Units	Visitor Accommodation Units	Commercial (Ha.)	Commercial (Sq. m.)	Notes
Site 2A - Part 1		531					
Site 2A - Part 2		282					
Site 1A		19					
<b>Sub-Total</b>		<b>832</b>					

B.2 - Proposed per Area Structure Plans							
ASP Area	GDA (ha.)	Dwelling Units	Timeshare Units	Visitor Accommodation Units	Commercial (Ha.)	Commercial (Sq. m.)	Notes
Resort Centre		775	600	1200		2322	anticipated - requires further review
Stewart Creek		925				32515	
<b>Sub-Total</b>		<b>1700</b>	<b>600</b>	<b>1200</b>		<b>34837</b>	

**C. Remaining Allocations**

ASP Area	GDA (ha.)	Dwelling Units	Timeshare Units	Visitor Accommodation Units	Commercial (Ha.)	Commercial (Sq. m.)	Notes
<b>A - B, To Date</b>		<b>315</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>55629</b>	